DeLorean World

Published Quarterly by the DeLorean Owners Association Volume 12, Number 4; 1995

DELOREAN OWNERS GATHER IN JAPAN

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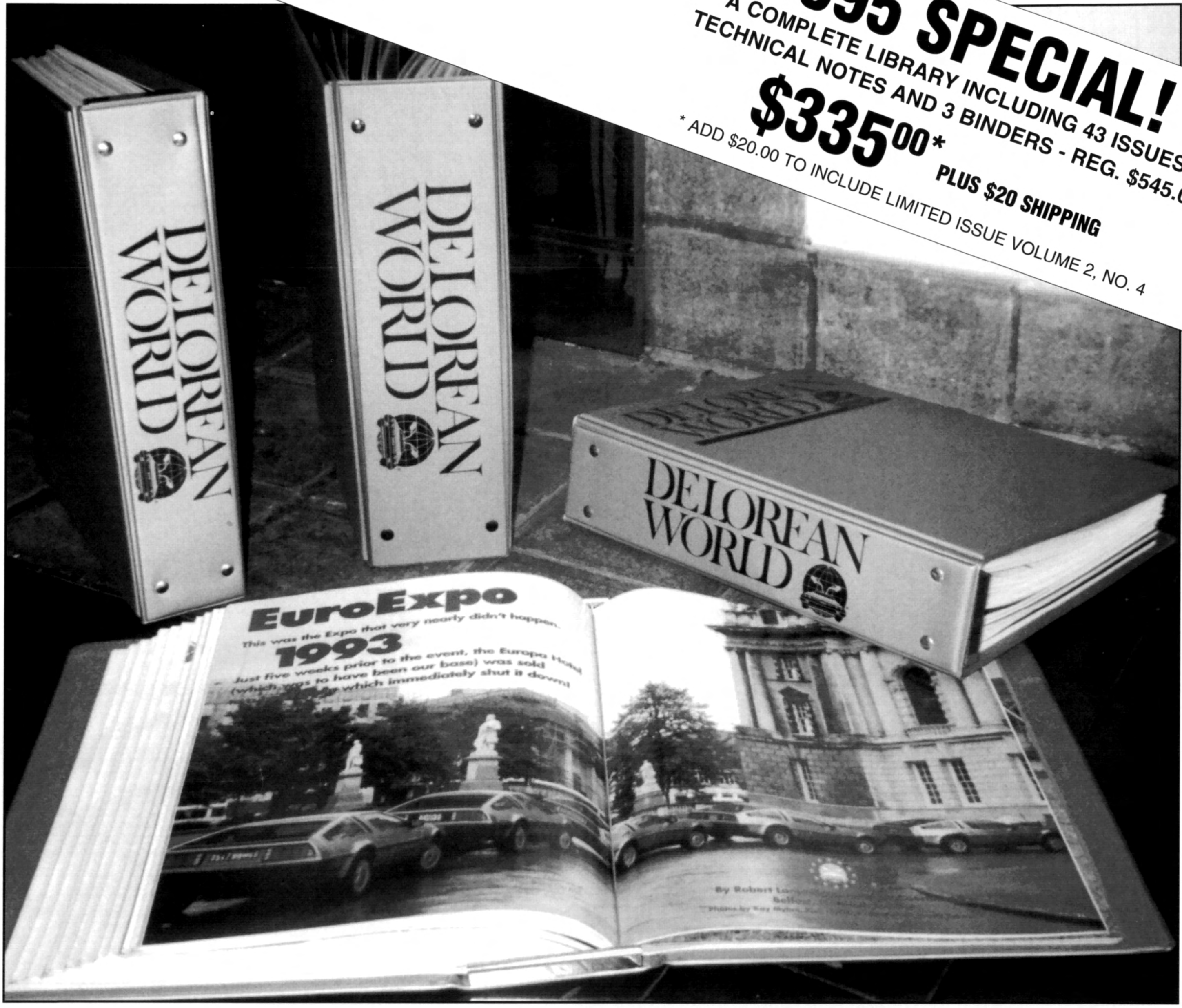

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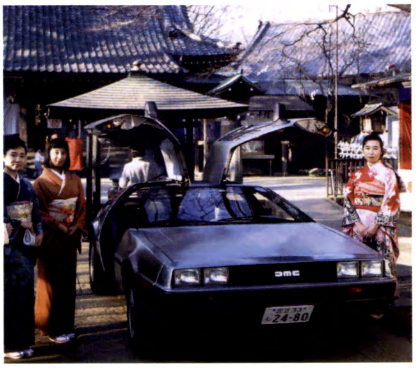
DELOREAN OWNERS ASSOCIATION



COVER PHOTO:

Photograph: Yasumasa Ueda; Producer: Scott Ikeda; Title: "Blessed DeLorean"
At the front of the "Mangan Temple" in Tokyo, Japan.
Famous for giving exorcism and safety prayers for "cars".
Special thanks to the ladies with kimono: (from left) Chiemi Sorai, Mayu Yokota, Hiromi Takagi

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CLASSIFIED

DeLoreanWorld

DeLorean World, Volume 12, Number 4; 1995

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PRESIDENT'S MESSAGE

By David Knudson

MY LAST PRESIDENT'S MESSAGE

The next President's Message you will read will be from your new president, Ed Bernstein. This is my twelfth — or the equivalent of two term's worth.

Your Association has covered a lot of ground since my first message in 1991. One of the problems that I discussed in that message was the loss of members as a result of them selling their DeLoreans to used car dealers. Once the DeLorean was in the hands of a dealer, it was cleaned out and cleaned up so the new buyer had no way of knowing we existed. We helped solve that problem by issuing adhesive, plastic under-dash-door plaques to all members with our name and phone number on them.

My second president's message discussed the results of the board's first two day planning session at Lake San Marcos, California. Many problems were defined in those two days and solved in the months that followed.

The one area that was really a futile effort, however, was the years spent developing an Association insurance plan. The best I can say for it is that many well known insurance carriers are now underwriting DeLoreans at much better rates.

Probably the biggest loose end though, I've left Ed is the chapter situation. We currently have several healthy chapters but dozens have come and gone through the years. We need to come up with some very creative chapter solutions.

YOU WILL BE LEFT IN GOOD HANDS

Ed and Millie Bernstein were one of the founding couples of your Association. Through the years, they have been two of the most active supporters you have had—always giving freely of their time, knowledge and enthusiasm. We would not be anywhere near as healthy today without them.

Ed was our first Technical Director. Who would have guessed that that initial baptism would have led him to form DeLorean One.

JAPANESE DELOREAN OWNERS ARE COMING ON STRONG

After seeing our cover, you probably have little doubt what our feature article is about. Scott Ikeda writes of the gatherings of his fellow Japanese DeLorean owners, how they deal with the classic DeLorean problems and misunderstandings, and how they are becoming electronically linked across their country.

Back home in the states, Debbie Spurlin continues her series of articles on museums that display DeLoreans. This one is the Heritage Plantation Automobile Collection in Massachusetts. Reading the article makes me really wish we'd stopped by the museum when we were out for the EXPO on Cape Cod a few years ago.

JUDGE ITO KNUDSON

In his article, Dave Takeuchi attends his first Association Board meeting wearing a tie and comes away a bit surprised by our "casual" dress but impressed with the meeting. He believes I am very firm and compares me to the world's most famous judge.

He's right about attire; it is better to be overdressed. I can attest to that fact after returning from a five day educational conference last week where nearly every man in every class had on a tie but me.

CARS – LOVE AND HATE

This issue, once again, contains two more articles about automotive love and hate. Bruce Lasuta apologizes to his beloved DeLorean after a brief affair with a Plymouth GTX, and Scott Leiber experiences being financially demolished by his Porsche and hopes it won't be deja vu with his recently purchased DeLorean.

SEE YOU IN NASHVILLE

In closing my last message, I really want to thank you for your support. Most of you realize that this is a volunteer job and you've been behind me all the way (at least the letters bear this out). I also want to thank the world's best volunteer board of directors. They've been astute business people always keeping the Association uppermost in their decisions and they've maintained their sense of humor through it all. Even when they were occasionally challenged and antagonized by a handful of misguided souls.

AREA REGIONAL **CHAPTER CALENDAR OF EVENTS** FOR 1995 PAST–PRESENT–FUTURE

by Millie Bernstein, Area Regional Chapter Director

If you've missed an event in your area, make sure you contact your local Area Regional Chapter Coordinator regarding upcoming activities and to get on their mailing list.

AREA REGIONAL CHAPTER 9

Southeast Texas
Mary Ruth White, Coordinator
713-644-1833

MAY	Casino Night, Lake Charles, LA
JUNE	Progressive Dinner

AREA REGIONAL CHAPTER 12

Southern California
Ed Bernstein, Coordinator
818-993-0967

JULY 22	Search for Silver Rally

AREA REGIONAL CHAPTER 23

Ohio
Bob Trunick, Coordinator
216-772-4783

AREA REGIONAL CHAPTER 38

United Kingdom & Ireland
David Howarth, Coordinator
094-288-2331

NOVEMBER	NEC Birmingham, England

AREA REGIONAL CHAPTER 39

Northern California
Tina & Gary Hall, Coordinators
707-538-0737

AREA REGIONAL CHAPTER 41

Oregon
Knut Grimsrud, Coordinator
503-297-7523

OPEN	Winery tour – Enjoy a tour of some of the region's wineries and taste their best.
OPEN	British Car Show (My DeLorean got quite a lot of attention at last year's show. Let's make an organized effort this year.)
OPEN	Track day with the Porsche Club at Portland International Raceway. (see also article by Knut Grimsrud on page 12)

AREA REGIONAL CHAPTER 42

Iowa
Randall Busch, Coordinator
319-582-4511

JULY 8	Meet at Duffy's Collector Car Connections, Cedar Rapids, Iowa. (see article on page 13)
OCTOBER 21	Meet at Ragtop Diner, Cedar Rapids. Fall planning meeting.

AREA REGIONAL CHAPTER 43

Arizona
James Espey, Coordinator
602-981-7678

SEPTEMBER 9	Luncheon get-together at Andras Restaurant & Lounge and informal "car show".

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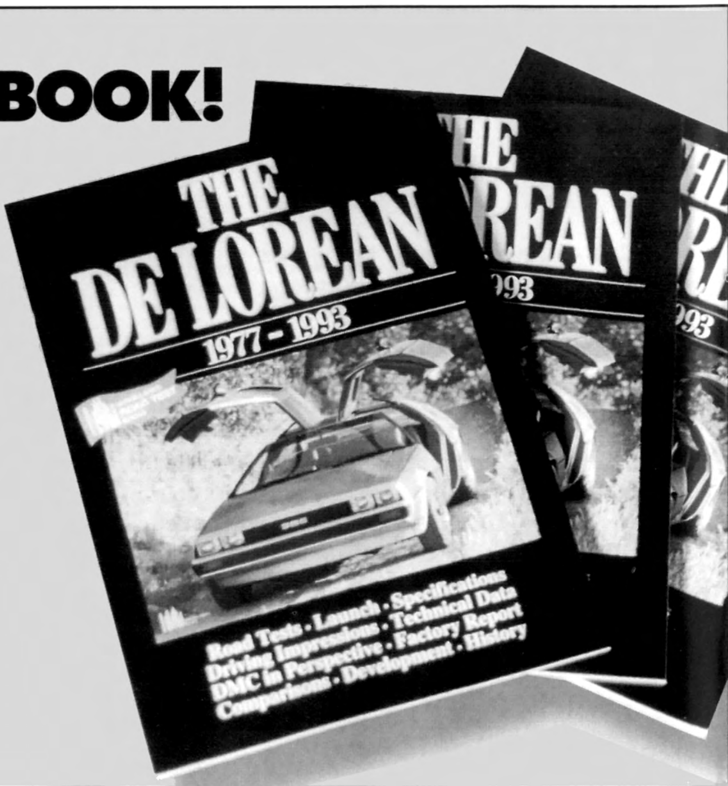
THE DE LOREAN
1977 - 1993
Road Tests · Launch · Specifications
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Comparisons · Development · History

TechQuest

by John F. Truscott, Technical Director

From: Don Gowler - #1383
Palatine, Il

A CAR WASH TIP FROM DON -

Tired of trying to figure out the best way to dry your car off after a car wash? As you have found out, there are numerous nooks and crannies, like the front grill, engine louvers, and rear tail light areas, that love to hold water. Well, pull out that leaf blower you have stored away and give that wet car the wind treatment.

Thanks for a great tip, Don!

ALSO FROM DON...

(note from TECH QUEST: If you are mechanical/electrically inclined, read on):

Having problems with your door lock solenoids burning out on you? Of course, you need to find the source of the problem first, usually the control unit in the relay compartment, but don't run out and buy new solenoids just yet. If you are the least bit mechanically minded, I think you can take the solenoid coils apart and rewind the electromagnetic coil or coils. The round unit that holds the coils has a flange on both ends, carefully bend back the front end flange (where the plunger is) with a pair of heavy duty pliers until the assembly has enough clearance to be pulled out. Keep track of all the pieces and their order of assembly. Determine the burnt out coil and cut the two wire ends and unwind and dispose of the wire. Keep track and make note of the direction it is wound. You can now rewind the coil with the 78 feet of 28 gauge electric motor winding wire, and re-solder the two ends. Reassemble the solenoid, but before re-crimping the end, test it by grounding the black wire and giving each of the other two wires a separate momentary connection with the positive side of the battery (12 volts). One wire activates the pull and the other the push action of the solenoid. If you have managed the repair, tap the flange back in place to retain the coils.

Mail your questions (typed or printed) to me,
John Truscott at 879 Randolph Road,
Santa Barbara, CA 943111-1030.

DELOREAN OWNERS ASSOCIATION
OFFICERS AND BOARD OF DIRECTORS FOR 1995-97

The people listed below were elected by the Association membership in a mail ballot. Three hundred and twenty five valid ballots were returned, a record. All of those who were elected thank you for voting.

The Association by-laws require that the Board appoint the Officers. The list shows the position to which each Board member was appointed at the meeting held October 8 in Playa Del Ray, California.

Ed Bernstein, *President*
John Truscott, *Vice-President, Technical & Membership*
Linda Porter, *Vice-President, Activities Director*
Debbie Spurlin, *Secretary & Publicity Director*
Joan Truscott, *Assistant Director, Treasurer*
Millie Bernstein, *Area Regional Chapter Director*
Jack Balderston, *Editor DeLorean World & Parliamentarian*
Marcie Haug, *Products Director*
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Don Sigler, *Director at Large*
Ken Smith, *Director at Large*
Jon Spurlin, *Director at Large*
Lou Von Dyl, *Director at Large*
Sally Von Dyl, *Director at Large*
Susan Weinreb, *Director at Large*

DELOREAN WORLD MAGAZINE ORDER FORM

	ISSUE NUMBER	DATE PUBLISHED	COVER COLOR	COVER DESCRIPTION	
__	Volume 1, No. 1	August 1983	Black	Annual Picnic	**Photo copy**
__	Volume 1, No. 2	Winter 1983	Black	Products Fair	**Photo copy**
__	Volume 2, No. 1	Spring 1984	Black	Bonaventure Hotel	**Photo copy**
__	Volume 2, No. 2	Summer 1984	Black	DeLorean Doors Open	**Photo copy**
__	Volume 2, No. 3	Fall 1984	Green	Country Road	**Photo copy**
__	Volume 2, No. 4	Winter 1985	Blue	Monterey Coast	**Limited or Photo copy**
__	Volume 3, No. 1	Spring 1985	Black	Cyprus Gardens	**Photo copy**
__	Volume 3, No. 2	Summer 1985	Silver	Return from the Past - Back to the Future movie	
__	Volume 3, No. 3	Fall 1985	Gold	Gold Plated DeLorean	
__	Volume 3, No. 4	Winter 1985	Black	Twin-Turbocharged Engine	
__	Volume 4, No. 1	Spring 1986	Black	"Sunburst" Prototype - Automotive Centennial	
__	Volume 4, No. 2	Fall 1986	Black	Alaskan Sunset - DeLorean Performance	
__	Volume 4, No. 3	Winter 1987	Blue	Original DeLorean Artwork - Service Directory	
__	Volume 4, No. 4	Spring 1987	Black	Dream Machine - Association in Hawaii	
__	Volume 5, No. 1	Summer 1987	Black	2 DeLoreans -Florida & Las Vegas Conventions	
__	Volume 5, No. 2	Fall 1987	Black	Convertible Drawing - Gullwings of the '80's	
__	Volume 5, No. 3	Winter 1988	Red	Lincoln Memorial Drawing*(Mismarked Vol 6 .1)*	
__	Volume 5, No. 4	Spring 1988	Gold	Lighthouse - World's Fastest DeLorean	
__	Volume 5, No. 5	Summer 1988	Black	F15 Fighter Plane - Turbo 'D'	
__	Volume 6, No. 1	Winter 1989	Black	Colonial Mansion - DeLorean Dream Alive?	
__	Volume 6, No. 3	Spring 1989	Blue	Couple in Embrace - Into the Night Rallye	
__	Volume 6, No. 4	Summer 1989	Green	Lake Tahoe - Clear Skies for a Great Auto	
__	Volume 6, Expo '89	Winter 1990	Black	DeLorean World Cover Panorama	
__	Volume 7, No. 1	Spring 1990	Pink	Back to the Future Clone - DeLorean Saga	
__	Volume 7, No. 2	Summer 1990	Gray	Custom DeLorean &Trailer at Columbia Winery	
__	Volume 7, No. 3	Fall 1990	Red	Atlanta Raceway - Run with the Big Dogs	
__	Volume 7, No. 4	Winter 1991	Black	Covered Bridge - Here's Johnny's DeLorean!	
__	Volume 8, No. 1	Spring 1991	Gold	Stainless Steeds at Brookgreen Gardens	
__	Volume 8, No. 2	Summer 1991	Orchid	Misty Solitude - Mount Riante, Hot Springs AK	
__	Volume 8, No. 3	Fall 1991	Black	Unisphere - DeLorean with Doors Open	
__	Volume 8, No. 4	Winter 1992	Black	Headlights On in Trees - The Longest Decade	
__	Volume 9, No. 1	Spring 1992	White	Gullwings	
__	Volume 9, No. 2	Summer 1992	Charcoal	Goodyear Blimp	
__	Volume 9, No. 3	Fall 1992	Blue	Entering the World of Fine Art	
__	Volume 10, No. 1	Winter 1993	Red	Red DeLorean in Trees - One of a Kind!	
__	Volume 10, No. 2	Spring 1993	Green	Scottish Castle - DeLorean on the Green	
__	Volume 10, No. 3	Summer 1993	White	DeLorean World on the Louvre	
__	Volume 10, No. 4	Fall 1993	Red	DMCL Test Track Revisited - Euro Expo '93	
__	Volume 11, No. 1	Winter 1994	Green	Historic Hardy Bridge - DeLorean on the Missouri	
__	Volume 11, No. 2	Spring 1994	Yellow	Palm Trees at Citadel - New Insurance Program	
__	Volume 11, No. 3	Summer 1994	Blue	DeLorean at EXPO '94	
__	Volume 11, No.4	Fall 1994	Yellow	DeLorean at Vanderbuilt Mansion	
__	Volume 12, No.1	Winter 1995	Gold	DeLorean in Zion National Park	
__	Volume 12, No. 2	Spring 1995	Red	Space Cruisin'	
__	Volume 12, No. 3	Summer 1995	Red	Central Idaho Mountains	

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Prices subject to change without notice. Merchandise is subject to availability of stock on hand. Allow 4 - 5 weeks for delivery .

Mail or Phone your order with Membership Number, Check or Credit Card Authorization for total amount including shipping charges made out to **"DeLorean Owners Association"**

Contact **Marcie Haug - Products Director** with questions.

SHIPPING CHARGES - U.S. MAINLAND ONLY

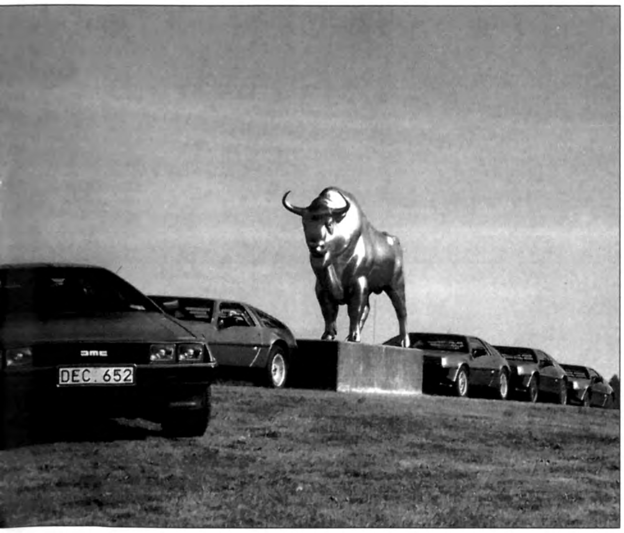
$ 25.00 and under	**$ 5.00**	$ 70.01 to $ 85.00	**$ 9.00**
$ 25.01 to $ 40.00	**$ 6.00**	$ 85.01 to $100.00	**$10.00**
$ 40.01 to $ 55.00	**$ 7.00**	$100.01 to $200.00	**$15.00**
$ 55.01 to $ 70.00	**$ 8.00**	$200.01 and above	**$20.00**

BulletinBoard

SWEDISH DELOREAN ASSOCIATION

The Swedish DeLorean Association (Svenska DeLorean Sallskapet), with headquarters in Motala, Sweden, reports that there are about 50 DeLoreans in that country. Their association has 26 members; Mr. Sverker Lundgren from Motala is their President and owns two of the 50 cars. They held a meeting on September 5 at the Avesta Sheffield factory—Avesta Sheffield makes stainless steel parts and so was interested in sponsoring a meeting of stainless steel cars. Six DeLoreans were there. The Avesta Sheffield logo includes a European Bison and a stainless steel stature of this animal adorns their factory grounds. The picture shows the cars around this statue. The local newspaper devoted a full page to the meeting, including color photographs of the cars and of the members.

DeLoreans at the Avesta-Sheffield factory.



THE "DELOREAN CLUB DE FRANCE" IS ORGANIZED.

This past May, Mr. G. Foreau announced the formation of the DeLorean Club of France. The club has four officers and is located in Paris. They planned a get together in late September and also plan to show their cars at the "Retromarche" in Vincennes on October 13 through 15. The officers have five DeLoreans themselves.

Note: The Board of Directors has approved the Swedish and French groups as chapters of The DeLorean Owners Association.

ADVANCE NOTICE, EXPO '96

Activities Director Linda Porter announced at Las Vegas that the 1996 Expo would be held in Nashville, Tennessee from Thursday, August 29 through Sunday, September 1. This is Labor Day weekend, and some may wish to stay over the long weekend. Nashville is within easy driving distance of most of the East Coast, Midwest and Southern states and we hope to have a turnout of cars that will beat the record of 100 set in 1993 at Universal Studios in Burbank, California.

CALENDAR OF FUTURE CAR EVENTS

Do you know of any events that are not sponsored by the DeLorean Owners Association, but may be of interest to DeLorean owners? To inform our readers about shows, meets or places of interest to DeLorean owners, we present an Events calendar in *DeLorean World.* Please submit the following information for each event:

Location (state, city/town, place)
Date (three or more months ahead of the time you received each issue)
Name, address and telephone number for further information
Hold the notice size to 30 - 40 words

Please submit entries to:

Jim Hales, Parade/Show Director
2651 Altamira Dr.
West Covina, CA 91792

CALIFORNIA:

Ventura, Nov. 5. Central Coast Triumph & All British Car Club, 6th Teddy-bear run. Call 805-644-6211

CALIFORNIA:

Pasadena, Dec. 31. All British Motorcycle New Year's Pre-Rose Parade ride on Colorado Blvd. Call 818-791-0259

FLORIDA:

Zephyrhilis, Feb. 22-25. 22nd Annual Auto and Winter Fest. Collector car auction, meet and races. $8 admission. Call 813-920-7206

MASSACHUSETTS:

Dedham, Nov 5. Antique and collectible model car and toy show. Holiday Inn, Rt. 1 at Rt. 128. Admission $3.50 Call Mrs. Devlin 508-379-9733.

MISSISSIPPI:

Gulfport, Nov. 17-20. First ever National Allante meet. Call 404-662-5178.

NEVADA:

Reno, through Dec 31. "Quilted Wheels" exhibit of quilts depicting the automobile. National Automobile Museum. Call 702-333-9300.

PENNSYLVANIA:

Philadelphia, Feb. 9-10. Antique Automobile Club Annual meeting, Wyndham - Franklin Plaza. Call 717-524-1910.

REGIONAL **CHAPTER 41** ACTIVITIES

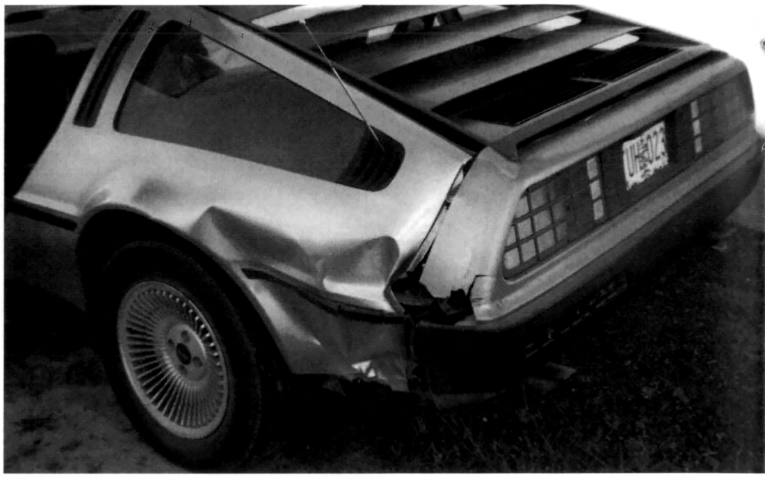
by Knut Grimsrud, Aloha, Oregon

Our tech session and BBQ this year attracted 6 cars which was a bit fewer than last year. We did, however, have a sufficient number of members to conduct an annual organization meeting. After I summarized our current status (our chapter account is in the black now and we have sufficient resources to cover basic needs) and the role of the various chapter officers, it was moved and seconded that we keep all the current officers without change. This was approved by unanimous vote.

Numerous tips were shared at the tech session. I showed some simple modifications to the tail light assembly to improve their reliability and another member showed a "no-holes-drilled" installation of a third tail-light, complete with part numbers of appropriate equipment. A simple jumper modification in the relay compartment that changes the AC illumination light to only come on when the headlights are turned on was a good tip for reducing the high temperature common on the AC dash panel area (after you have driven a bit put your finger to the black plastic bezel surrounding the AC mode switch–you will be surprised how hot this area gets).

Since my car had been wrecked (more on that later) we took turns checking the ding resistance of the stainless steel panel by beating my shredded quarterpanel with a hammer. I think everyone was surprised at how resilient the steel panels are, and we were unable to incur much damage with the hammer (despite considerable enthusiasm among some hammer-wielding club members). For those that were a little timid with the buffing pad, we also had a chance to rub out some scratches and scuff marks from the panel which served as a good test-bed for practicing scuff removal techniques.

Yes, that's a hammer he's using.



The author tested the crash-worthiness of his DMC.

Chris Myers pressure checked the cooling systems on the cars with some disappointing results. About half of the cars had cooling system leaks that needed attention. Some owners complained of overheating problems with their cars, which is often a result of a leaking cooling system (I am pleased to say that mine was not among the leaking cars).

It was a pleasure to inspect and test drive a twin-turbo modified DeLorean. The turbo installation looked tidy and although the boost was modest the performance impact was significant. This is the way the car should have been to begin with. The only drawback of the bolt-on turbo system is the absence of a catalytic converter that would cause problems with car registrations for those of us living in the DEQ zone.

DMC-12 CRASH PERFORMANCE

In his quest for the "ethical sports car," John Z. spent considerable effort on improving the safety of the car. Allstate Insurance funded some of the development associated with safety aspects of the car and it was originally going to have airbags as standard equipment (this was dropped due to cost reasons – even today airbags are an expensive proposition). I had always heard that the DMC-12 holds up very well in a crash, but had hoped I would never get to experience this firsthand.

One fateful afternoon, however, I did get to experience

continued on page 16...

CHAPTER 42: A STAR IS BORN!

by Randall Busch, Dubuque, Iowa

Stephen Wynne gets technical.

The "Iowa Chapter" is born! On Saturday, July 8th, an explosion of excitement began in a small town in Iowa. As a fairly new owner, but long time admirer of the DeLorean motor cars, I organized Chapter 42, with the help of Dave Sly. Dave, a long time DMC owner was instrumental in getting the Chapter chartered with the DeLorean Owners Association.

Our first meeting was a small get together in Des Moines early this spring at which only two owners met at a local eating establishment. Although the turnout was poor, the excitement and enthusiasm was there. I was determined to get our chapter off the ground. Through many phone calls and a plethora of faxes, we had our first event at Duffy's Collector Car Museum and showroom in early July. We had contacted the Chamber of Commerce in Cedar Rapids, Iowa, the newspaper and other media. We were fortunate to have a local member interviewed earlier that week and a color photo appeared in the Cedar Rapids Gazette. Duffy Schumberger hosted a beautiful event.

The day of our big event, 20 DeLoreans gathered from hundreds of miles away. We had cars from South Dakota, Minnesota, Wisconsin, Illinois, as well as Iowa. The newspaper article that day (with color photo) brought out well over 100 interested, non-owners to our event! The weather was cooperative and the new Iowa chapter gathered for a full day of excitement.

Our day began with registration and a modified raffle with prizes given away later that evening at a delicious, family-style restaurant. The day was jammed packed with activity, meeting owners (old and new) was a fun experience. Viewing the cars of other owners was also quite an education. After registration, a short stroll down Collector Car Boulevard to the Rag Top Diner for great burgers, grilled chicken sandwiches, salads, and of course, old fashion shakes and malts (in those stainless steel vessels) fueled our enthusiasms for a jammed packed afternoon of learning. Stephen Wynne of DeLorean Motor Company of Houston, Texas, flew in to give the participants a tech session "like no other". Some owners commented that the tech session was the best they had ever seen and "I have been to a lot of them" one new member claimed. After 90 minutes of automotive tips on preventive maintenance and do-it-yourself repairs, our adrenaline was flowing.

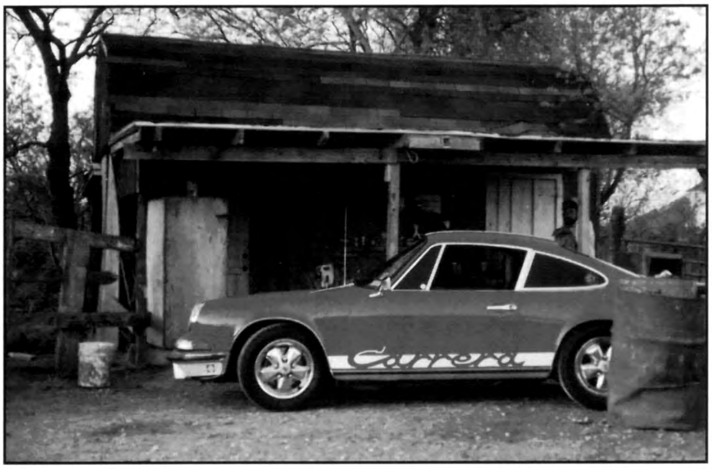
Bruce Benson, a well known DeLorean owner, was on hand to enlighten us on DeLorean recalls and updates; electrical tidbits as well as nifty ideas on how to prevent yourself from getting stranded when

continued on page 16...

A birdseye view of Chapter 42's first gathering.

If I Only Knew Then...

by Scott Leiber
Houston, Texas



1969 Porsche 911E
Rare serial number,
rare production run.

"If I only knew then what I know now", famous last words that usually mean that you've just been taken to the cleaners. If we all could just go back in time to keep one major bad experience from happening we'd all be thankful, but that's not possible because hindsight's the only thing that's 20-20. The best we can do is try to learn from our mistakes and not make the same ones over and over again. That having been said, when it comes to Porsche restorations, one mistake and it could be curtains for your checkbook. If the mistake doesn't surmount the national debt, then it will probably cost you the results you were trying to achieve. Enter, my little yellow 1969 911S.

MY PORSCHE 911

In December of 1990, I was busy writing an article at a friend of mine's exotic car dealership, when I looked out the window into the showroom and noticed an old 911 sitting next to a 1957 Ferrari, California Spyder, 1992 Porsche 911 Turbo, and 1988 Lambo Countach. The 911 looked, and was, stunted in comparison to these cars, yet it still captured my attention. I inquired as to what the price of the automobile was, and was surprised to find that it was only $4,500. I had never asked or looked at the price of a car like this, so this amount seemed logical and fair enough. I began dreaming of how much fun it would be driving off into the sunset in my spectacular 911, with what would have to be dozens of new, beautiful girlfriends. I would purchase the car and prove everybody wrong in that this car would never break down, and would never cost a lot of money to own. I would never spend thousands of dollars like in the past, fixing this "creation from heaven" up. No, not me, not again. That's the last thing I remember…

I contacted the owner of the car, a gentleman who was the third or fourth owner. He said that he had owned the car for about a year, not putting any more than one thousand miles on it since he'd had it. It all sounded great to me. I did my homework and even called the previous owner, to try to inquire into its past. The previous owner told me that the car had new paint and a newly rebuilt engine. Sounds good, right! I went ahead and bought the car, and then the real fun began.

Within one week of my check clearing the bank, I noticed that when the weather turned humid, (almost every day in Houston) that there seemed to be thousands of tiny pin holes all over the car. Hmm…I went to an auto body shop and asked what was wrong. Lo and behold, the "new" paint job turned out to be defective. What do I do, I thought. The answer seemed obvious, paint the car again.

No one who hasn't owned an expensive car could ever guess the prices that I was quoted. The questions they all asked seemed even more surprising than their estimates. What was I now, a chemist, a scientist, an expert? "What kind of paint do you want", the shop owners asked. "What brand of paint do you prefer: Glassurit, Sikkens, polyurethane, or lacquer?" What, I chortled. I don't know, I want it red, that's what kind… shiny red, the kind with all the beautiful blondes around it all the time. What kind of books had these people been reading? Boy, I felt dumb. I picked Deltron Polyurethane. I was told that it held up good in Texas weather and that it met my shine expectations. The price, $6,500. "Wow", I thought, "that's a lot of money, but it'll all be worth it. It will be the last money I'll have to spend for a long time." Right? Before I even drove off their property, the owner of the shop convinced me that my old wheels would make his new paint job look bad. "You know, now that your car is all shiny and new looking, you should think about doing something with those old wheels and tires. Your car would sure look good with a new RS front and rear spoiler, too." What the heck, how much could that be? WHAT!! HOW MUCH!! This was getting old quick. Another $1,800 gone, away, into the project. The heralded day of completion came, some six weeks after they'd promised, and I went to pick up my newly painted 911,

"Might as well buy new shocks while we're under here", he said...Now, will you please tell whoever's operating this ride to please let me off. I thought to myself, "this is really fun, isn't it?" "I'm going to wake up and it'll all be just a bad dream." That Hyundai Excel didn't look that bad.

complete with the add items I'd promised not to buy. Everything seemed OK now. This was more like it. No more money to spend.

THE COST OF AN OIL CHANGE

I drove my car with the new paint and accessories for about two weeks, until one day when I pulled in for an oil change. When the car was on the lift, the mechanic said that he heard a compression leak. We looked and looked for the dreaded sound that he was convinced was going to end my world. At last we discovered evidence that the number three cylinder head was torqued too tight, and that it had cracked at the base, creating a leak. I'm a player, I thought. How much could this cost? YOU'VE GOT TO BE KIDDING!! The shop told me that the entire motor needed to come apart because you couldn't buy just one head. The estimate was for $4,500. Regaining consciousness, forty five minutes later in a bar, I awoke with my signature on the authorization slip. Is this really happening? Had all those years of college been for nothing? All I know is that I felt really stupid. Time passed. I picked up my $4,500 car and reflected on my good fortune of having found this great 911 with the new paint and new motor.

Looking back from this point, the amount of money I've spent seems like a long, long time gone, compared to the amount I eventually invested in the project. What I know now that I didn't know then, is that qualified mechanics can install just one cylinder, and that for not much more money than I spent, I could have had a much bigger, much more powerful engine. Oh well, back to the story.

MORE?

Now this is it. This has to be it. What kind of a god would let more great things like this keep happening? What do you mean, "No brakes."? What about brakes? With all my new found acceleration, I had created a new necessity, one for more powerful brakes. I bit, like I said, I'm a player. HOW MUCH? $2,000 for Wilwood Superlites, with stainless steel lines, and oversized master cylinder. "Might as well buy new shocks while we're under here", he said. New Konis, all the way around too. Now, will you please tell whoever's operating this ride to please let me off. I thought to myself, "this is really fun, isn't it?" "I'm going to wake up and it'll all be just a bad dream." That Hyundai Excel didn't look that bad.

The weather started getting hot around this time period, and my factory installed air conditioning wasn't cutting it. Back to the Porsche hospital I went. The bill, $750, for a new dryer, expansion valve, and freon. The mechanic said, "Hey, mister, you know your carbs need replacing." By this point in my Porsche experience, I was as callous as a catcher's mitt. I began to just say, fix it. The bill, $2,000 for newly rebuilt Webers and a high rise aluminum intake manifold. The custom painted water sheds were $250 extra.

Driving down the street, alone, gazing at this ugly, high school kid in his Mustang 5 liter, filled with girls, I thought it must be this old interior keeping me from my illusive, unknown goal. That's it, the interior is too old! I've got to keep going. The bill, $3,000 for seats, door panels, carpet, and various other items.

THE DREAM CAR?

Now I was cooking, and by this point I really was. I was fried, well done, completely tapped out. But, I was a player, right? I was driving my dream car at last, a vintage, restored 911S. My memories of the days of when

continued on page 16...

IF I ONLY KNEW THEN...

continued from page 15...

my car cost $4,500 are sketchy. I added up the total of my receipts recently and discovered that I'd crested the $35,000 mark. I don't ask the price anymore, because I can't afford anything else anyway. I have made a lot of new friends though, at all the shops I've done business with. My car did end up looking and operating quite stunning, no wonder after all the money I threw at it. Shortly after buying the car, I joined the PCA, and met lots of interesting new friends who were ironically enough, equally nuts about their cars as I was about mine. Shortly after that, I became the Vice President of Lone Star Region, and truly dedicated myself to the marque. My experiences, though expensive and often times nerve-racking, have all in all been good ones. My friends and associates have consistently asked, do you think it was worth it? Would you do it again? The answer is yes and no. I'd say yes that it was worth it because after all, I still haven't seen a hearse with a luggage rack. I'd say no, that I'd never do it again because my psychiatrist bills which resulted from the first go around don't leave me with enough money to even consider it twice. My car is something though, a real beauty. If I only knew then what I know now...

NOW MY DELOREAN

This story having been written some months ago, I have now had the pleasure of purchasing my first DeLorean. If I had second thoughts then, I'll bet my next report on this beauty will be a "hum-dinger"! Be reading for the continuing saga of how the wallet turns...

CHAPTER 41 ACTIVITIES

continued from page 12...

the crashworthiness of the DMC-12. I was rear-ended as part of a 3-car pileup on my way home from work. The car behind me struck the driver's side corner of my rear fascia and continued through the quarterpanel, coming to rest some 60 feet in front of me in oncoming traffic. The rear fascia was ruined and my quarterpanel was shredded, but no structural or mechanical damage was done to my car. The rear impact absorber seemed to have taken the strike very well and provided sufficient cushion to protect the structural members. Incidentally, both the other vehicles involved in the crash were totaled and mine was the only one to drive away afterwards. Repairs involved replacing the driver's side rear quarterpanel and rear fascia as well as transferring a lot of bits and pieces to the new sections. My car is as good as new and no one would even guess that it had ever been damaged.

B&B W/DMC

I recently had the pleasure of taking my car for a trip to Longbeach, Washington for a weekend at a bed and breakfast there. The trip was thoroughly enjoyable and the stay was top notch. I stayed at "Caswell's on the Bay" which is a beautifully appointed new 6,500 square foot Victorian home situated on the bay. The home has 5 rooms, each with private baths and each decorated with the finest antiques. If you are interested in checking it out, contact:

Marilynn Caswell
25204 Sandridge Rd.
Ocean Park, WA 98640
(360) 665-6535

CHAPTER 42: A STAR...

continued from page 13...

that hood latch snaps while you are at the gas pump and the fuel warning light is glowing brightly! Many DeLorean owner neophytes (like myself) as well as mature enthusiasts, all learned more about their vehicles and probably most importantly, how to have more fun with your DeLorean! Tips on maintaining your cooling system, simple lubrication tips to help make your car run a bit smoother, rust prevention and etc. Stephen and Bruce really did a stellar job in making our event spectacular, with more than 40 years experience between them, there was nothing left to question.

Our first event concluded with a short drive through the Amana Colonies and finished at the Ox Yoke Inn, a family-style restaurant. Stories were told, both happy and sad, over good food and spirits. Our evening would not have been complete without our raffle of some great prizes, including an original DeLorean car cover, a street sign "DeLorean Drive", T-Shirts, and Parker's stainless steel solution for the ultimate shine on your DMC.

Good times were had by all, as we made our way back to the hotel, where we solidified our many new friendships. In a way I was glad to come home, now I could really put together and decide how to use my newly acquired knowledge. Until our next event...keep the shining side up and the dirty side down.

P.S. Next year's events are already in the planning stage. What would be more appropriate than a DeLorean meeting at the "Field of Dreams"?

A MEMBER AT THE BOARD MEETING

BY DAVID TAKEUCHI, CORVALLIS, OREGON

I am just like the rest of the members—just a member in the Oregon area. On July 9, I decided to attend the Board of Directors meeting in Los Angeles just to see what it was like, and to talk about the Internet and Online services, which the DeLorean is finally emerging into—the era of modern technology.

First, I must admit that I was not dressed too appropriately for the meeting. Being that this was my first time going to a formal Association meeting, I had on my tie and slacks, only to discover everyone walking in with summer shorts and T-shirts, bringing chips and drinks for all. Oh yeah...this was Southern Cal! But the way I viewed it, it's always best to be overdressed than underdressed.

A small chit-chat in the back was killed by the sound of the gavel.

The meeting started at around 2:25 p.m. with the sound of the gavel by the President, David Knudson. Everyone quickly ended their chit-chat with their close friends and went to their seats. This movement reminded me of the time I was in grade school, and the teacher pounded on the desk ordering everyone to be quiet, and take their seats.

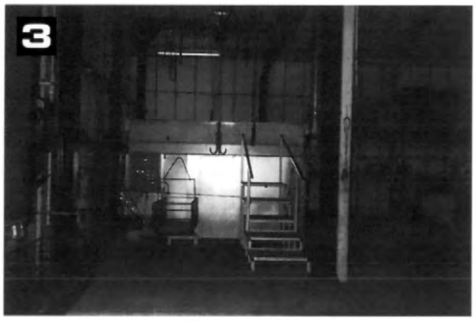
The meeting started with some things about the DeLorean being published in various new magazines and books. Then Joan Truscott brought up some ideas to honor 10-year members. There was statistical data about the increase in new members. Then came James Espey and my turn to talk about putting the DeLorean on the Internet and various online services. As everyone could probably tell, we were both nervous.

Among other things spoken about in the meeting was the next Expo, after Las Vegas. This was presented by our activities director, Linda Porter (see announcement on Page 11). There was also other business, such as our new products, our next DeLorean World topics, regional chapter updates, and other matters. This article would become too boring if I listed them all, but everyone did a wonderful job in presenting their information.

In my opinion, this was more exciting than being on jury duty at the O.J. trial. Too bad it wasn't televised, but there was an idea brought up of doing a live televideo conference in the future. Everything was well organized and done in an orderly manner. A small chit-chat in the back was killed by the sound of the gavel. Perhaps we should give David Knudson the title "Judge Ito Knudson".

It is easy for someone that lives away from Los Angeles to say, "What are those guys in L.A. doing???" I have even heard a small minority of people away from the headquarters saying a few negative things about the Association (though I WILL NOT mention any names). But, if you have anything good or bad to say, I suggest that you attend the Board meeting held once a month in Los Angeles. At least your voice will be heard!

I would like to take this time to congratulate all the Board members and the Association in doing such a wonderful job. If you think about it, if it wasn't for them, and their support, our DeLoreans would probably be falling apart by now.



THE DeLOREAN UNDERBODY MOD FACTORY

by David Howarth, Tyldesley, U.K.

The Lotus factory.

We have seen Steven Spielberg's "Back to the Future", even Robert Lamrock's "Back from the Future". Now this article is devoted to "Back to the Beginning", the DeLorean development building in Hethal, Norwich, England.

Running my own exhibition company and requiring some parts, I was directed to a company near Norwich. On arrival, I found it to be directly opposite the Lotus factory (Photo 1). My reason for visiting the company was that my Zero frame modules were to be re-powder coated. I remembered from reading the Stainless Steel Illusion, that the development work on the molds for the underbody had been carried out opposite the Lotus factory.

When I spoke to the manager, he also remembered something about the molds being made in one of the buildings he now occupies. When I checked it out in Stainless Steel Illusion, the photograph top left of page 113 (Photo 2) is the building he was talking about. Here the VARI (vacuum assisted resin injection) process wood pattern, from which the molds are cast to manufacture the GRP (glass reinforced plastic) underbodies, were constructed in the room which now houses a degreasing tank (Photo 3).

On my next visit to collect the Zero parts, I took with me a copy of Stainless Steel Illusion and my camera. I explained the reason to the Manager, showing him page 113. He was amazed at the little change that had taken place over the past fourteen years, and kindly let me take some photographs as illustrated. On further discussion with him, he said the present landlord of the factory is Fred Bushell, who was partners with the late Colin Chapman and John Z. DeLorean in the development company. The DeLorean administration block has had part of it transformed now to a powder coating plant, with the boardroom and main office still being used (Photo 4).

DELOREAN, I STILL LOVE YOU!

Bruce Lasuta, Santa Fe Springs, CA

I have a confession to make. At first, I was unable to face the grille of my faithful DeLorean. You see, when I was much younger, I was given a ride in a 1968 Plymouth Roadrunner. The memory of the 383 cu. in. big block accelerating with tires smoking certainly left a lasting impression on my then young and still naive mind.

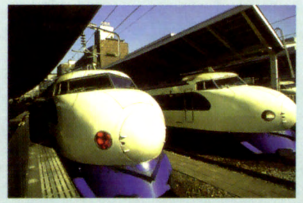
Now, everyone has their bad habits. Some like to gamble, some go to the horse races, but my weakness is collector car auctions. Many a weekend I've dragged my wife and kids to these events. It's interesting to see all the 40+ year olds being drawn to the muscle cars of the 60's, myself included. Well, wouldn't you know that after years of auctions (and no purchases), less than 50 miles from my home I located a 1968 Plymouth GTX (referred to by those from that era as the BOSS because of its abilities on the 1/4 mile). No, not a Roadrunner. This was a more powerful "luxury" version of the bird, boasting a 440 cu. inc. 375 h.p. engine, 150 mph speedo, etc. So, throughout the fall and winter, I had a project. Without getting into the details of mechanical work, in January I was finished and, hey, did it sound good. On my maiden "flight", the adrenaline was pumping. Yes, the tires would spin from a standstill through 2nd and into 3rd gears. Yes, the torque and horsepower were incredible. Yes, the car was large and boxy, drove like a truck and consumed high octane fuel (with boost additive) faster than a climbing cargo jet! And yes, after all was said and done, what a disappointment. Climbing back into my DeLorean proves just how much 1981 automotive technology has improved upon the ride performance of the 1960's .

And so it was with much sadness (memories are always hard to match in real life) that I sold the GTX to another fellow who said "since I was young, I have always wanted to own a GTX . . ."

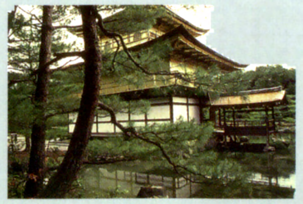
I suppose some things do change and now that the days are getting longer, and the sun is warmer, it's time to start driving the DeLorean and "Vette" (it's okay, the Corvette is silver in color and has the license plate frame, "My Other Car is a DeLorean"). I've fussed over them during the winter months, running them monthly, cleaning them often and taking care of those little "something's" I never have the time to do during the summer driving season.

So, is there a lesson to be learned here? Automotive manufacturers have evolved the new vehicles we operate today and spoiled us drivers with luxury and stable handling. Even now my DeLorean is still comfortable and easy to drive with very acceptable fuel consumption. The DeLorean's shape is always recognized as "exotic" and often I receive a thumbs-up sign of approval from passersby or a request to photograph her.

Well, with that off my shoulders, the guilt of blatantly devoting so much attention to the GTX all those months in full view of the DeLorean has been lifted. "I just wanted you to know," I mutter as I wipe the last remains of cleaner off the gleaming stainless steel hood. I stand back to admire the car and, looking about to make sure I'm alone, admit "you're still my favorite."



DELOREAN OWNERS GATHER IN JAPAN



DeLorean World Feature

STORY AND GROUP PHOTOS BY
SCOTT IKEDA
TOKYO, JAPAN

It has been approximately four years since I moved to Tokyo from gorgeous San Diego, California. Tokyo is a nice place too, but I sure miss that open air and the beautiful beaches. Oh… and the other things I miss are the activities related to the DeLorean. Here in Japan, there are no Expos, no chapter meetings, and no caravans to Universal Studios to enjoy.

Towards the end of 1994, Mr. Ed Bernstein of the Association gave me a call and told me that one of the Association members in Japan was looking for another local DeLorean owner. Mr. Bernstein asked me if it was alright for him to introduce me to this person. Since I was looking for that kind of chance myself, I definitely had no objection. I told him that it wouldn't be a problem and that he could give my number to the gentleman.

A few days later, I received a call from Osamu Shimohara asking me if I would be interested in meeting with him to talk about the car for awhile. I told him that I would be happy to and decided to meet him the following weekend. We decided to meet right in front of the Tokyo train station. The road side by the station is very visible and we both knew that we could easily spot our DeLoreans there. I was pretty excited because it has been awhile since I last had a chat with another DeLorean owner.

At the station, we successfully found each other and spent that day talking about the car. (Probably like most Association members.) We also looked over each other's car very carefully and started talking about the possibility of reaching other DeLorean owners in Japan. We both belong to the Association, but we wanted to have fun locally with a group of people with similar interests. A simple gathering of DeLorean owners just to have "fun" and nothing really "serious" sounded great. We had both heard of rumors about other DeLoreans out there and were very eager to meet their owners.

A few weeks later, we placed advertisements in some of the major Japanese car magazines, hoping that we would get some kind of response. Boy, were we wrong! When these magazines went on the shelves, calls came one after another. From Hokkaido (very north) all the way down to Kyushu (very south, excluding Okinawa). There were definitely more people interested in the car than we had anticipated. It certainly was a happy miscalculation.

We've had five get-togethers so far and we are planning to have another major one soon. At the next one, we are scheduled to have an interview and a photo shoot by the "Car and Driver Magazine (JPN)". They were really surprised to learn that so many DeLoreans exist in Japan

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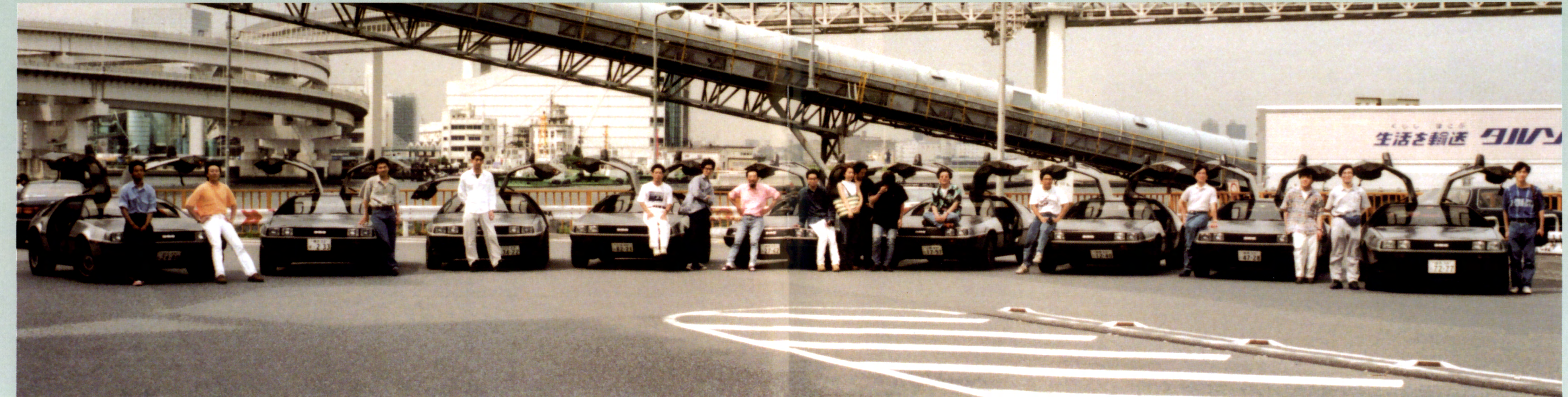

DELOREAN OWNERS GATHER IN JAPAN

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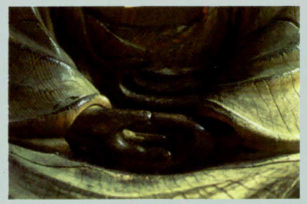


and they have decided to do an article about us.

Around this time, our second major want ads in a majority of the Japanese car magazines will hit the stands also. We are expecting an even bigger response this time based on the concentrated exposure of our group. We are looking forward to meeting many new owners during the next few months. Nine months from our inception, we have a total of forty-four owners and twenty-three DeLoreans listed. I have a feeling that the number will reach the third digit by the end of 1995!

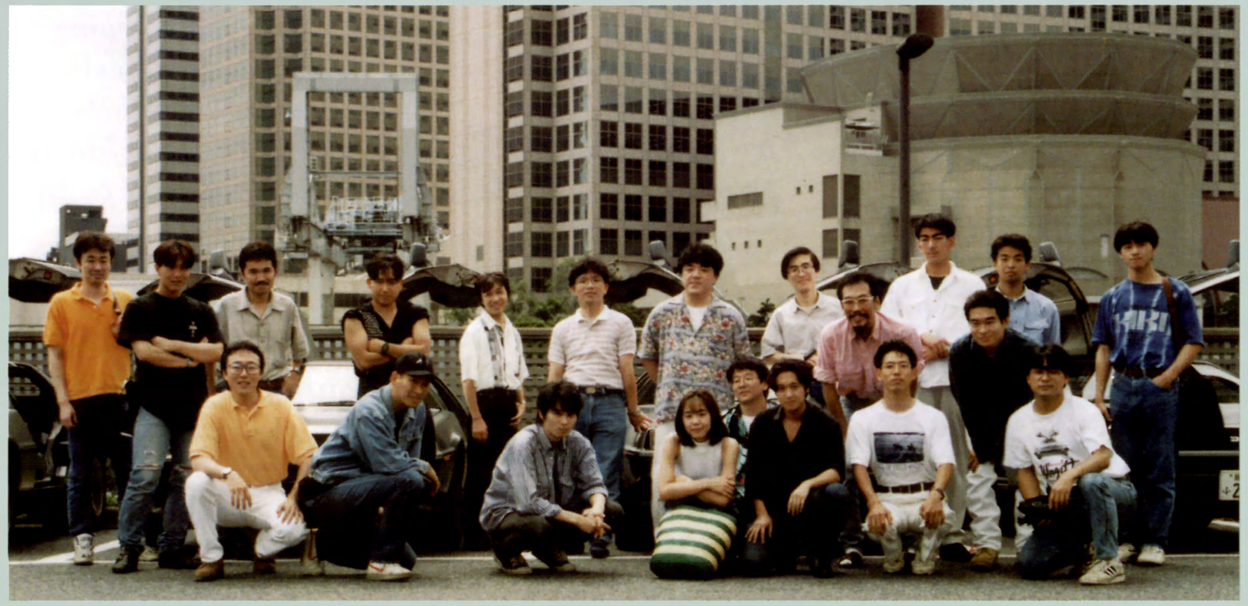
Most of the photographs you see here are from our last get-together. It was held at a fancy yacht club café located at the Shinagawa water front in Tokyo. A total of nine DeLoreans and approximately twenty people showed up this day and some of the distant owners drove five to six hours just to attend.

An average gathering consists of things like an introduction of new people, tech questions and answers, and local cruising. Talking with the others, I've found out that many of the DeLoreans here suffer the same "usual" problems experienced elsewhere. I guess DeLoreans are DeLoreans wherever you take 'em. Therefore, during the tech talks, you can sort of expect what kind of questions the owners will be asking. And, the majority of the problems are not too difficult to solve. We also use tech articles in the DeLorean World magazine as a supplement as it is very well written. But, since most of our people are not very good with English, translating the articles is sometimes more difficult than the repair itself.

Another interesting thing that I noticed as our group increased was that most here didn't know that the original spec DeLorean parts are still available in the States. Many of them thought that the parts were obsolete so they've looked for replacement parts designed for other cars and used them as substitutes. From this alone, we could easily assume that there are many owners here in Japan still struggling to find replacement parts, not knowing that originals are only a phone call away. It sure would be great if we could become notable enough in the future, to be able to cover the majority of the Japanese owners and assist them all.

June 1, 1995, we set up a computer network communication service for our owners to use.

Standing, left to right: Friend of member, Kazuo Imamura, Hiroshi Suzuki, Yukinobu Akiba, Takao Naito, Sadayuki Kimura, Toshi Kimura, Yoshikazu Hamaie, Takeki Shirasuka, Naoyuki Uehara, Hideyuki Ito, Tomoharu Kuboki.



Kneeling, left to right: Scott Ikeda, Ichiro Fukushima, friend of member, Saeko Hayashi, Kazu Nishifuji, Takao Owada, Akira Kogune, Tomohiko Murakami, Osamu Shimohara.

The idea is to use an easier, faster method of communication to stimulate and improve our internal link so that the owners will be able to efficiently share their vital information.

For example, when you have a problem with the car and don't know what is causing it, it used to be that you would have to start calling your fellow owners, one by one, until you came across a person that recognized your car's symptoms. With the computer network, all you have to do is to send an electronic message explaining the problem to the designated area with the network host computer. As soon as other owners see your message through their PC terminal, you can receive multiple answers regarding your trouble realtime.

The owners can also have electronic meetings by sending messages to virtual meeting rooms where multiple owners can access at the same time. The messages from various owners are all visible to the others and you can have conversations real-time on the PC screen.

We currently have ten owners signed up to this system and have intense communication daily. The amount of information shared between the ten network members vs. the regular owners differs tremendously. I would estimate the amount ratio of information to be 9:1 in favor of network members. I'm hoping that eventually, all of our owners will migrate to this network. Not just for the efficiency of information, but for the ease of "keeping in touch" with fellow owners.

It would be wonderful if our group would become big enough to host something similar to the annual Expo here in Japan and have many guests from overseas. A location like near Mt. Fuji or a place close to the Kyoto shrines during the autumn season would be an excellent choice. However, we know that it's not something that can be done overnight. We will take it step by step and see what happens. But, one thing I know for sure is that our group will always try its best to have fun with the car we love.

Museums: tried, true, and still going strong.

In continuing to search out the various museums that have DeLoreans in their collections, I've managed to come across some very special exhibits. One of those exhibits will be featured in this issue. This is the Heritage Plantation of Sandwich. You'll find it in Sandwich, Mass., should you happen to be in that area of the country.

Heritage Plantation of Sandwich

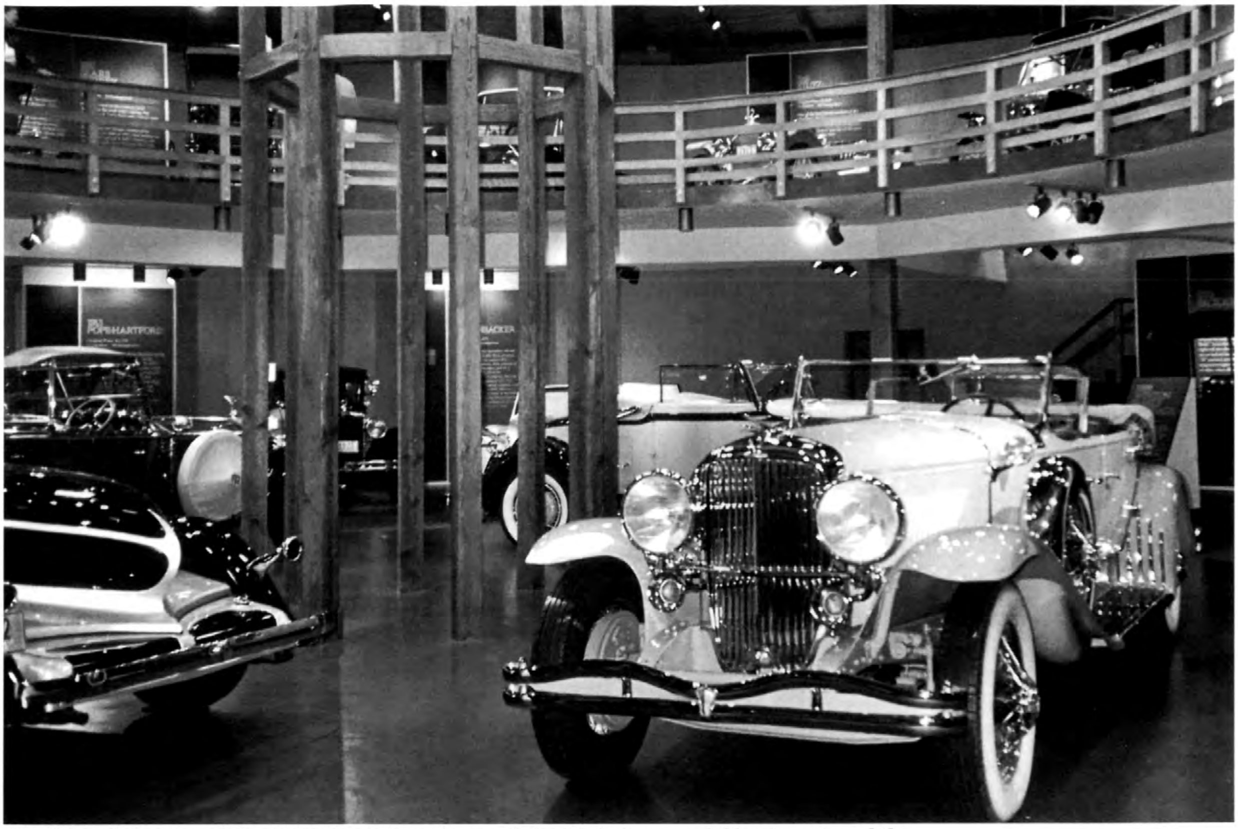
By Debbie Spurlin

Photos courtesy Heritage Plantation and Judy Selleck

The museum was founded in 1969 by Mr. Josiah K. Lilly, III (of Eli Lilly fame). The antique and classic automobile collection was his at the time. And, he appeared to have a dilemma as to whether or not another automobile museum would be widely accepted. What follows is the story behind the Heritage Plantation automobile collection. This is a direct quote from Mr. Lilly, III relating to his observations at the time.

IT STARTED IN PALM SPRINGS

"During the winter of 1964, I visited Smoke Tree Ranch near Palm Springs, Calif., and could not believe my eyes when I saw a group of people dressed in turn-of-the-century clothes driving beautifully restored cars of that same period! The owners of the cars were Mr. and Mrs. Donald S. Gilmore of Kalamazoo, Michigan, who knew my family quite well because Mr. Gilmore was also in the business of manufacturing pharmaceuticals. They were extremely cordial and through them I learned the names of the various clubs that are devoted to the preservation of antique automobiles. Before leaving California, I visited the home office of the Horseless Carriage Club and joined its membership. In its latest publication, I found an advertisement for a 1916 Crane-Simplex which was for sale in West Newton, Massachusetts, and went to see the car almost immediately after returning from California. This great old touring car became my first antique auto and may now be seen in its fully restored condition in the Round Barn. For me, the purchase of one antique car was the beginning of a search for more. The Crane-Simplex was followed by a toy-like beauty, a 1908 Waltham-Orient buckboard runabout built in Waltham, Massachusetts,



The "star of the show," the 1930 Dusenberg, is one of the 34 Antique and Classic automobiles in the Shaker Round Barn at Heritage Museum.

the same year that Model-T Fords went into production. This was followed by a partially restored world-famous Stutz Bearcat of 1915 vintage, built in my hometown of Indianapolis. Unable to find a wiring diagram for this car, we could not get it to run for some time. Finally one day a noise like thunder was heard from the garage — the Stutz was started! This was due to the hard work and genius of two men, Carl Erickson and Elmer Bliss, both of whom were later to be employed by Heritage Plantation."

IT GOT BETTER AND BETTER

"After this beginning the collection was expanded as rapidly as funds and garage space would allow, always aiming for outstanding cars in mint or at least restorable condition. When the collection reached thirty cars, an upgrading program was started — disposing of some that were not particularly outstanding and replacing them with better examples. In my mind some of the greatest "finds" were the Mercer Raceabout, the Duesenberg Tourster, the Auburn Boattail Speedster, and the Rolls-Royce Phaeton. The Rolls-Royce fits into our Americana theme because it was built in Springfield, Massachusetts, where Rolls-Royce had a branch plant from 1921 to 1935. The collection as it now stands is a representative cross section of American cars from their earliest days through the "classics" of the mid-1930's. It is by no means a complete cross section because of the literally hundreds of different makes of cars that have been built in America since 1893.

"The idea of an automobile museum was always in the back of my mind, but as I became more and more involved with antique cars I came to realize that there were several other museums devoted just to this specialty, and it was questionable as to whether another one was needed. There was the very fine Museum of Transportation in Brookline, Massachusetts. The James Melton Museum in Florida had been an inspiration for a long time and when Melton died, I learned that a good many of his cars were purchased by Winthrop Rockefeller who started an antique car museum in Arkansas. The Rockefeller Museum did not last long and this further added to my doubts about an automobile museum as such. Then an event happened that started us all thinking in an entirely different vein as far as a museum was concerned."

GUNS AND SOLDIERS

"I acquired my father's firearms and miniature soldier collections following his death. A nationally known collector, he was widely acclaimed as 'The most retiring, unassuming collector of his generation and also among the greatest.' With this inspiration, the idea of an automobile museum grew into the building of a diversified museum of Americana now known as Heritage Plantation of Sandwich, dedicated to the memory of my father, Josiah K. Lilly, Jr."

...continued on page 26

Museums...

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SITUATED ON 76 ACRES

The museum is situated on 76 acres of ground, basically broken up into three separate museums plus enormous horticultural display grounds. The Rhododendron collection was received from Charles Dexter, showing over 145 varieties of Rhododendrons. It's truly quite spectacular. Beyond the beautiful world–renowned grounds there are the three museums.

The first museum holds the entire car collection, including their DeLorean. The DeLorean was donated to the collection in 1991 by Mr. Lilly's son-in-law, Mr. Peter M. Nicholas. Before the arrival of the DeLorean, the youngest car in the collection was a 1937 Cord, so they felt the DeLorean provided an interesting contrast in their unique setting — a "car of the future" amongst cars of the past.

The automobile collection is housed in a reproduction (on a slightly larger scale) of the Hancock Shaker Village Round Barn. The Barn's functional design provides a breathtaking setting for viewing the Museum's antique and vintage car collection. It is finished in Connecticut shale and siding salvaged from old New England structures, and is 96 feet in diameter. Its center roof-support timbers stand 38-feet tall from ground level to the pinnacle, capped by the octagonal 12 foot high cupola.

This beautiful structure presents to the museum's visitors a two-level panoramic view of the Heritage collection. The fact that the cars are not roped off permits the viewer to further appreciate the beauty of each car in close-up detail. The collection is often referred to as the most selective antique and classic car collection east of the Henry Ford Museum in Dearborn, Michigan. Nine of the ten best American cars picked for Life magazine in its September 1983 cover story are represented in our 35-car collection. Six models are of the exact same year, three are basically the same models separated by one year and the tenth and only car missing is a much newer model than any of this part of the collection.

THE FIRST PRESIDENTIAL CAR

It seems fitting that Massachusetts license plate "Antique Number One" is registered to a car in their collection, the 1909 White Steam Car, which was the first official automobile of the President of the United States. It was used by President Taft during his 1908-12 administration. While President Theodore Roosevelt had a car for his personal use before this, it was not an official presidential vehicle because only horse-drawn carriages had this designation up to that time. Among other great names in the car collection is a stunning 1930 Duesenberg Model J. Derham Touster, once owned by movie star Gary Cooper.

The lower gallery of the Round Shaker Barn that houses the Museum's Antique Auto Collection.

In 1982, the Heritage Automotive Museum received another "Number One" distinction. Michelin Guide awarded the Museum its top three-star rating and wrote, "Restored to their original appearance, these mint-condition autos sparkle with their highly polished nickel and brass trim." To fully appreciate the significance of this rating, it should be noted that only eight other museums in New England, including Boston's Museum of Fine Arts, were awarded three stars at that time.

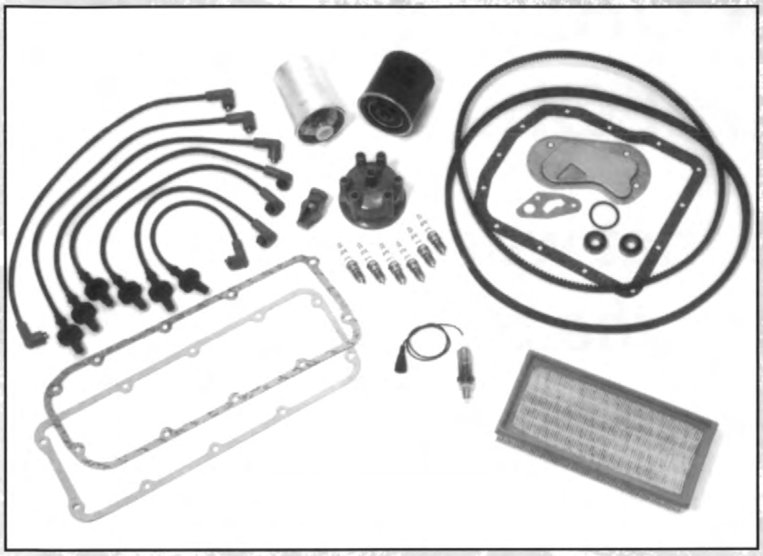
There is a Military Museum on the grounds and another of the three museums. It is a replica of the Revolutionary war structure called the "Temple" built at the New Windsor, NY cantonment. The building houses a collection of 2,000 hand-painted military miniatures and antique firearms. Also exhibited is "Artists and Uniforms: The World War II Experience," and the Plantation's collections of Native American Indian artifacts.

The last museum is the Art Museum. It features this season's premier exhibition, "Is She or Isn't He? Identifying Gender in Folk Portraits of Children" in the north gallery. A 1912 carousel restored and working is located in a glassed-in rotunda, and the Americana wing features early American, folk and western art, landscape and genre paintings, scrimshaw, weathervanes, carved cigar store figures, redware and much more. The museum's outstanding collection of Elmer Crowell carvings and related artifacts along with the Harrington Collection of marine Currier & Ives are located in the lower gallery.

Among other buildings scattered amongst the spectacular grounds is the administrative building, the Museum store (housing all sorts of goodies for purchase), The Windmill and The Old Barn. The Windmill was built in Orleans in 1800 and ground that community's grain for 93 years. It is not open to the public, but a photographic display located nearby relates its history. The Old Barn is a 17th Century structure housing the changing art exhibits.

All in all, it truly is quite a wonderful collection. Please try to see it if you ever are in the area. It's definitely worth the time. But, again, wear comfortable walking shoes. You won't want to miss any exhibits. The museum is seasonal and is open from May 14 through October 29th. It is located three miles from Cape Cod Sagamore Bridge. Exit on Route 6A, then take Route 130 to Pine Street and Heritage Plantation. The address is Grove and Pine Streets, Sandwich, Mass. Tel. # 508-888-3300.

Major & Minor Service Kits



Proper maintenance costs much less than major repairs. All of these parts should be changed at 30,000 miles but age, limited use and climate often dictate more frequent replacement. Of course your engine oil and filter should be changed every year or 4,000 miles. You save money on each individual kit and even more on either major service kit.

102575G Air Filter	$12.50
102114G Oil Filter (w/drain seal)	$11.95
100523G Fuel Filter (w/2 seals)	$23.75
1AOFKIT Three Filter Kit (one of each)	**$43.25**
102702G Ignition Wireset	$60.00
106907G Coil Wire	$9.75
102604G Distributor Rotor	$15.75
102606G Distributor Cap	$29.40
102443C Spark Plug Set (6) (Bosch Copper Tip)	$18.00
102443S Spark Plug Set (6) (Bosch Silver Tip)	$45.60
1IGNKTC Ignition Tuneup Kit (Incl. Bosch Copper Tip Plugs)	**$119.60**
1IGNKTS Ignition Tuneup Kit (Incl. Bosch Silver Tip Plugs)	**$144.40**
102442G Alternator Belt	$7.50
105505G Air Conditioning Belt	$9.00
105638G A/C Adjuster Pulley Bearing Set (2) (Recommended when replacing A/C Belt)	$29.80
102820G Cam Cover O-Ring (Needed w/changing A/C Brgs)	$1.43
1BLTKIT Drive Belt & Bearing Kit	**$42.95**
102249G Valve Cover Gasket (Cyl. 1-2-3 R/H)	$10.93
102256G Valve Cover Gasket (Cyl 4-5-6 L/H)	$11.71
101069G Oxygen Sensor (Lambda Probe)	$68.75
1MSMKTC Major Service Kit (Manual Trans.) (Includes all parts listed above with copper tip plugs)	**$266.94**
1MSMKTS Major Service Kit (Manual Trans.) (Includes all parts listed above with silver tip plugs)	**$289.84**
103516G Auto Trans. Pan Gasket	$11.19
103702G Auto Trans. Filter	$69.42
103703G Auto Trans. Filter Gasket	$1.99
1ATFKIT Auto Trans, Filter Kit	**$74.85**
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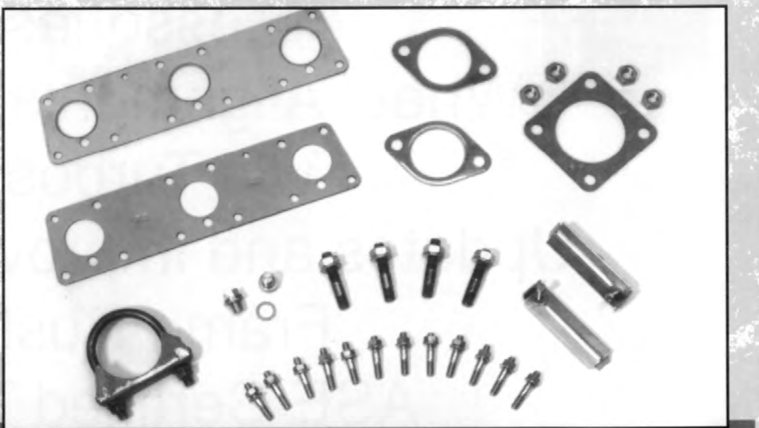

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Sure, there are plenty of run down DeLoreans out there for sale. We see them all the time. We pity the poor folks who buy them because, it will cost the new owners more to make them reliable than the cars are actually worth. Of course, knowledgeable collectors won't touch these cars with a ten foot pole.

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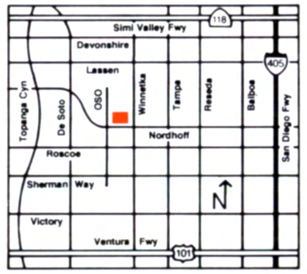

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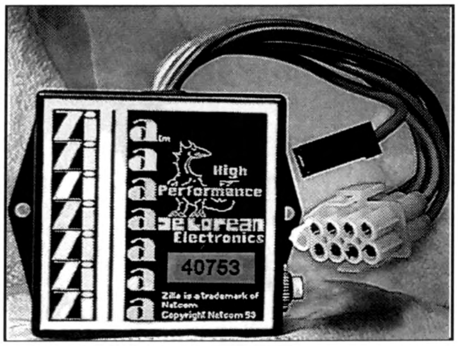
- **Ends Mysterious, Dead Battery Syndrome**
- **Built-in Circuit Breaker**

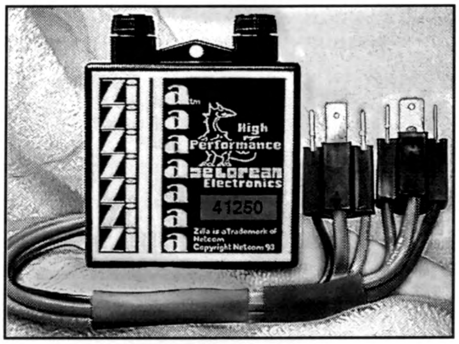


FANZILLA™

It's a shame the *DMC Legend Turbo* never made it into production. As a result, Engine **Power Robbing devices** like the Air Conditioning Compressor and Cooling Fans **throw off an annoying "Kick" when they cycle.** You feel it most at an idle, or in traffic, though at times it can even be felt when you're cruising at highway speeds. Some owners cope by turning off their AC! **FANZILLA** makes the AC invisible to Engine Performance by controlling the Switching of the Compressor and each of the two High Power Cooling fans separately. The result, **Smooth Power!**

$249

- **Eliminates Engine Kick**
- **May Prolong Life of the Alternator & Computers**
- **Minimizes Voltage Drops**
- **Restores Dash Fan Fail Warning Lamp**
- **Built-in Fan Fuse Assemblies**



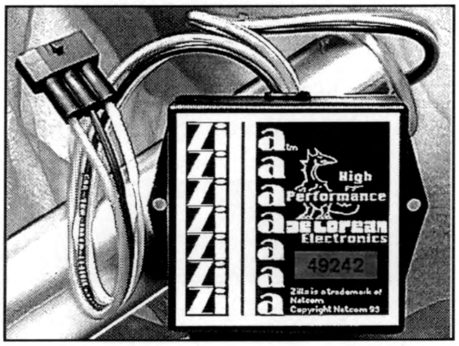
TANKZILLA™

Over the years, the large rubber boot that holds the fuel pump in the tank starts to decompose from exposure to bad gas. The Fuel Level Sender is slowly destroyed. **Availability of Fuel Tank Senders has become a major problem.** Though a replacement sender was finally found, it was not electrically compatible with the Delorean. Surprisingly, the car posses some very odd electrical characteristics that were rough to overcome. **TANKZILLA** solves these problems. All you do is plug it into the New and Dramatically Improved Tank sender and you're ready to go!

$329

Sender & Module

- **Accurate**
- **Module also Eliminates Premature Low Fuel Lamp Flashing**



Zillas are Trademarks of Netcom

AMPZILLA™

Coming Soon... Years in the making...Until Now, there was never a practical way to Install the *"State of the Art" Speaker System* the car always deserved. Practical considerations required extensive modification of the car and in many cases sacrificing precious cargo space. **AMPZILLA** is a **Very Powerful Integrated Amplifier and Speaker "Sound Wall".** It's a "Drop-in" replacement for the vertical carpeted panel in the rear cargo area. The car will NOT need any modifications. It doesn't take up Cargo Space, Sports an Original Equipment look and is covered by a *Luxurious* luggage resistant Black Steel Grill. *Truly High End for the Discerning.*

ZILLA Factory DIRECT

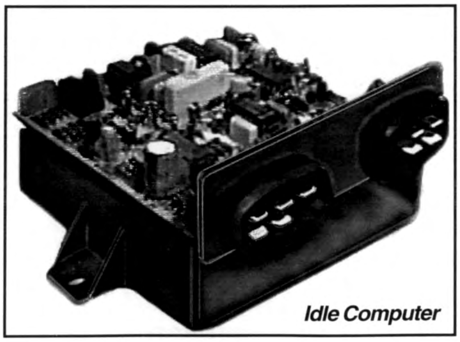
NETCOM
516 826 1808
Extension 6305

AUTHORIZED DEALER
PJ Grady Corp
516 589 6224

NONZILLA

Remanufactured IDLE COMPUTERS are now available with a Better Than New, Price and Warranty.

$185



Idle Computer

Volume 1 DMC Number 1

Stephen Wynne to Open Europe's First De Lorean Service Center

DE LOREAN MOTOR COMPANY OF HOUSTON owner Stephen Wynne will open Europe's First De Lorean full service and parts facility in Liverpool, England, in January of 1996.

The center will bring to European De Lorean owners an easily accessible resource for service and parts for these unique cars. At this time, cars are shipped to the U. S. for service by De Lorean specialists.

The full on-site parts inventory will be restocked monthly. Restocking shipments will also include special order parts needed by customers, thereby saving them the additional costs of duty and shipping fees.

Wynne has been immersed in the sale and service of De Loreans for over a decade. His background of extensive automotive sales and repair work included ownership of a dealership specializing in English and French cars.

> "The center will bring to European De Lorean owners an easily accessible resource for service and parts for these unique cars."

The growing demand for service on De Loreans combined with his own fascination and expertise with this specialty car eventually led him to open first his Houston facility and now this exciting European branch.

A third location, in the Pacific Rim area, is currenty under discussion for mid-1996.

A UNIQUE Opportunity. . .

to Actually Compare De Loreans! DMC of Houston is, to the best of Stephen Wynne's knowledge, the only facility in the world where you can see – on one lot – five or six De Loreans for sale in various conditions and at various prices ranging from $10,000 up.

The opportunity to actually compare De Loreans on one site is an extraordinary option available to very, very few buyers in the past.

Add to this the mechanical reports on each car and the presence on the same site of numerous other De Loreans in various stages of service work – and you see what a remarkable moment in time this can be for the purchased-minded.

It is an ideal setting for making such a momentous purchase – and one not to be found anywhere else on earth.

Original and To-Specification Parts Available By Mail-Order

As time moves the De Lorean further from its inception, parts become more difficult to find. Correct parts insure continued health of the car.

DMC of Houston contracted with many original De Lorean parts suppliers to continue providing the little widgets that make this car so special. In some cases, original suppliers have been encouraged to improve their designs where necessary.

Other De Lorean widgets are made to stringent DMC specifications, because original suppliers are no longer available. One key to the success of DMC's mail order parts service is its intimate knowledge of what the part is supposed to do. Parts sold through the full line mail order service are the very same parts used by DMC's service department.

Just because a part matches in a book description doesn't mean it is going to match exactly when put in place. The immediate feedback of DMC's own skilled mechanics is insurance for all mail order customers.

PREPURCHASE EVALUATIONS

If you have already have a De Lorean in mind to purchase, take advantage of DMC's prepurchase evaluations.

For $150, Stephen Wynne will inspect the car at his Houston site and give you a detailed report.

For the same low fee, plus traveling expenses, Wynne will make a personal, on-site inspection.

CUSTOM PICK-UP AND DELIVERY

In the long run, transporting a car to expert technicians is often cheaper than cleaning up the mess created by someone who has never worked on – who may never even have seen! – a De Lorean before. At the very least, you pay extra labor charges while an uninformed mechanic learns his way around this unique car.

DMC of Houston will provide transportation to its Texas facility. On an average, transportation runs $500 to $1,000 one way. In most cases, arrangements can be made to have the car picked up within a week or two of your order.

Let DMC pick up the car, do service work and road tests. You fly in and drive your spruced up De Lorean home. It will be in peak driving condition!

Or, De Lorean owners in cold climates may find it more convenient to transport the car to Houston for service and restoration work instead of storing the car during winter. It will be returned, spruced up and ready to go, in spring!

STAINLESS STEEL REPAIR

Even longtime De Lorean owners are often surprised to find that the distinctive stainless steel panels can be repaired or refinished at a surprisingly low cost. The original sheen can be detailed and restored. Nicks or scratches can be removed.

In many cases, DMC can give you an estimate on repairs from just a photograph or video.

Quality,
Specialized De Lorean Service Saves You Money in the Long Run

If you own, or want, a De Lorean, you have already made the statement. You are an individualist with a keen sense of history, of cars, of value and of having fun.

Having fun with a De Lorean means keeping it on the road. And that's where quality service comes in.

At DMC, service and restoration work is done to original top quality specifications. This car's uniqueness demands highly trained, skilled specialists who know this car intimately.

Under the guidance of Stephen Wynne, DMC's army of technicians have at hand all the parts and know-how needed not only to service and repair De Loreans, but to correct the factory-generated weaknesses that are a part of this car's lore. All work is done the original way, with original or improved parts.

Stephen Wynne and his team of experts work on De Loreans all day long. They talk with customers all day long about De Loreans and they never jump to quick conclusions about what needs to be done. Wynne has developed a highly specialized, time-saving diagnostic procedure to pinpoint problem areas.

Work done at DMC of Houston is guaranteed for six months or 6,000 miles. As a bonus, you also receive six months of free, unlimited technical support – and this is renewable!

RESTORATION

While they're making your car run smoother, let the DMC specialists help your De Lorean look nicer and feel better as well. If headliners are sagging, the dash looks a little faded or the leather is a little worn, a sprucing up might be in order. De Loreans are such a historically significant, fun automobile, they deserve a little tender, loving care.

ACCESSORIES AND GIFTS

Upscale De Lorean accessories and gifts enhance the car and make owning a De Lorean more fun.

De Lorean logo items like floor mats, car covers and other high quality accessories are carried in an ever expanding line by DMC of Houston.

In addition, DMC offers fashionable De Lorean apparel and gift items, including sweat shirts, tee shirts, baseball caps, boxer shorts and mugs. A fun way to tell the world you are one of the De Lorean few.

DMC

De Lorean Motor Company
10804 Roark Road
Houston, TX 77099
713/568-9573
(800) USA-DMC1
Fax 713/568-9386

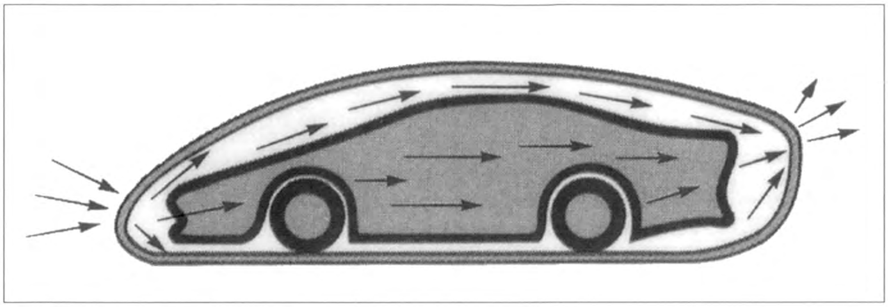
VISA MasterCard
AMERICAN EXPRESS DISCOVER

Accessories Befitting a De Lorean

Excellent gift suggestions for the holiday season!

CARCOON — A CAR COVER SYSTEM WORTHY OF A DE LOREAN.

Available exclusively at DMC of Houston.



The Carcoon® Airflow System:

- Protects AND eliminates problems that accompany conventional car covers
- Utilizes a top quality, long-lasting transparent cover material that allows you to see and enjoy your De Lorean even while it's fully protected.
- Operation is based on a continuous air flow that
  - –provides a barrier against accidental scratches or dents
  - –eliminates musty smells from stale air
  - –prevents condensation
  - –blocks dust buildup
  - –dries wet cars
  - –stops rust

Energy efficient low-voltage fans and filters maintain the continuous fresh air flow over and through the stored vehicle — removing any moisture and sustaining the fresh air environment. Designed for indoor use only.

12-month manufacturer's guarantee. $599+ shipping.

A FUN Way...

ONLY THE BEST LOGO APPAREL WILL DO FOR DE LOREAN DRIVERS!

DRIVING CAPS $17.95

Exceptional quality gray wool baseball-style cap with a black bill, with the famous De Lorean silhouette and DMC in black embroidery.

DRIVING SHIRTS $32.95

A famous brand 2-button Polo-style shirt (made in America) of 100% cotton pique with notched sides and finished collar, cuffs and hems. Ash (light gray) with the embroidered DMC logo and the famous De Lorean silhouette. M, L & XL

MUG $6.95

White marbleized top quality mug with logo.

SWEAT SHIRTS $36.95

Fleece wear, famous brand long sleeve sweat shirt in 90% cotton and 10% polyester. Double stitched, banded bottom. Charcoal embroidered on front and back. L & XL

BOXER SHORTS $14.95

White, unisex shorts with continual, alternating patterns of DMC and De Lorean silhouette. M, L, XL

T-SHIRTS $15.95

100% cotton, famous name brand short sleeved shirts with DMC/De Lorean Motor Company on the front left and the De Lorean silhouette on the back. L & XL

NO MORE POWER DRAIN DURING STORAGE!

At last! A solution to that problem every De Lorean owner faces sooner or later ...THE DEAD BATTERY! To our rescue comes.. "POWERTEK BATTERY DISCONNECT™"

PowerTek Battery Disconnect is an electronic switching device that literally cuts off the battery when it reaches a certain voltage level.

No more power drain during storage! When you're ready to start your De Lorean, your battery is ready to go as well!

Installation is easy to do yourself, or can be added during routine maintenance. If you have a question, specialists are just a phone call away!

Other exciting feature include:

- 1,000 amp carrying capacity
- Momentary switching for minimal power drain
- Totally sealed for severe conditions
- Small gauge wire for on/off switching
- Controllable from multiple locations

$49.95 + shipping.

De Lorean Motor Company
10804 Roark Road
Houston, TX 77099
713/568-9573
(800) USA-DMC1
Fax 713/568-9386

CLASSIFIED

For Association Members Only

$.40 per word. Send typewritten ad with membership number and check made out to "DeLorean Owners Association." Mail to: Bob Weinreb, 19806 East Sunset Vista Road, Walnut, CA 91789-5320, (909) 598-0590.

MEMORABILIA

FOR SALE: WANT TO CLEAR UP INVENTORY: BLACK CANVAS TOTES with SILVER METALLIC CAR: $8.00 each plus shipping. Also have DMC license plate frames: $5.00 each plus shipping. Last but not least: I have loads of silver ring key chains (with a black car silkscreened in silver). These items are only $1.50 each plus shipping. Please contact Jon or Debbie Spurlin at (818) 993-1433.

Enhance value and enjoyment of your car. Have had the best selection of items and videos for over 10 years. Send want list or write for my catalog. Peter DeForest, 1001 Bridgeway #724, Sausalito, CA. 94965

Books - DeLorean, Dream Maker, Grand Delusions, Hard Driving, On A Clear Day, all hard cover $30.00 each. **Hard Driving, On A Clear Day** in paperback, $10.00 each. Add $2.00 per book S & H. Arnie Brandon, 12839 SE 45th Place, Bellevue, WA. 98006-2031 206 / 746-6132

The Back To The Future™... Fan Club

For all fans of the film series, the simulator rides, the animated cartoons, the celebrities of the series, the music in the films, and the DeLorean time machine vehicle. Membership dues are only $10.00 per year U.S. ($15.00 foreign), and include four issues of the ***Hill Valley Telegraph*** newsletter, a free BTTF membership kit, and BTTF merchandise ordering information. Please make checks or money orders payable to Stephen M. Clark, and mail to:

The Back to the Future™ Fan Club
11101 Cardinal Drive
Madison, AL 35758-5803
(205) 230-6288

Association Summer Apparel Special! Black or Silver Association Logo Tee-Shirt, and Black or White Baseball Cap. Up to $30 Value! $20.00 for Med, Lg & XLg, or $23.00 for XXLg and XXXLg, plus $4.00 shipping and CA sales tax if applicable. **DeLorean Owners Association Products,** 1617 Del Valle Avenue, Glendale, CA 91208. FAX/Phone: (818) 547-3638 for credit card orders.

Association Tech Info Package! "The DeLorean - 1977 to 1993" book; "Back from the Future" video; "Tech Notes Reprint"; plus 5 DeLorean World issues of choice (except Limited Edition). $120 Value! $75.00 plus $8.00 shipping and CA sales tax if applicable. **DeLorean Owners Association Products,** 1617 Del Valle Avenue, Glendale, CA 91208. FAX/Phone : (818) 547-3638 for credit card orders.

Northern California Area — DeLorean Service and Repair — We specialize in all facets of DeLorean service, repair, and body work. **Motoring Performance Foreign Auto Service,** 1433 Mazda Drive, Walnut Creek, CA. 94596 (510) 938-1646

DELOREANS FOR SALE

1981 DeLOREAN 5-SPEED, RED, VIN. 1012, BLACK & RED INTERIOR. 42,000 MILES, LOWERED, WING, SKIRTS, MOMO STERRING WHEEL, BAE SINGLE TURBO WITH SPECIAL MUFFLER WITH TWIN OUTLETS. ALL UPDATED $25,900. 1st PLACE CAPE COD "89"; 1st PLACE WILLIAMSBURG "94"; SEE CAR IN DeLOREAN WORLD VOL. 11 No.3, 1994. PHONE 216-358-2562 (OH)

1981 DeLorean, Vin # 5528, 2,300 Miles, 5 Speed, Grey Interior, $20,500. 1982 DeLorean, Vin # 10965, 24,000 Miles, 5 Speed, Grey Interior, $16,000. Both are Investment Quality with recent service. Buy one or as a package. Negotiable. Dave 412-283-1401 Days, 412-282-4729 Eve. PA

81 DeLorean #3381 5-speed , grey interior, 16,000 miles, I am the only owner, bought it new in '81. All updates and system modifications completed. New Michelin XGTV rubber. Have the original NCT's. Full collection of DeLorean World Magazine plus many issues of DeGull Wing, the publication of the old DeLorean Motor Club of America. Have large inventory of oil, air and fuel filters. This is a good one. Let's try $22k. 817-475-4032

1981 Excellent Condition, Grey Leather, 49,000 Miles $17,500.00 Call Evenings 414-246-8828

1982 DeLorean. Vin 010100, 41,000 miles, 5-speed, grey interior, cover, shop manual, all records. Excellent condition. $19,500 (U.S.) 604-465-5175

1982 DeLorean, VIN #10097, Automatic, 7,000 miles, Stainless Steel Body, Mint Condition, Always Garaged, $21,000.00. Alan Gardner, M.D., 3500 Castlegate East Wynd, Lexington, Ky. 40502 (606) 266-7520

1983 DeLorean. VIN #16261. 5-speed, 28,000 miles. Exceptional condition, meticulously maintained. All updates. Driven regularly. $20,000. Idaho 208-345-7545.

1983 DeLorean - VIN # 10614, Mint Condition, 5 Speed, 2425 Actual Miles. $4,800 Invested in Turbo, Lowered & Tach. SERIOUS BUYERS ONLY. Bob - (414) 693-8261

1983 DeLorean - VIN # 20096, Mint Condition, 5 speed, 751 Actual Miles. SERIOUS BUYERS ONLY. Bob - (414) 693-8261

PARTS AND ACCESSORIES

CHANGE THE FACE on your DeLorean Speedometer (in good working condition) to 170 mph and recalibrate. $147.85 plus $9.90 shipping. **COOLANT BOTTLE CRACKED?** If it has not cracked now, sooner or later it will. Save it for future Concours competition or investment purposes by changing it today to our unconditionally guaranteed metal header bottle. All aluminum construction will not cause any adverse chemical reaction in your cooling system. Only $169.50 plus $10.50 shipping. **SPEEDOMETER** on your DeLorean not working? Rebuilt angle drives available now! Only $129.50 each plus $9.65 shipping. California residents add 8.25% Sales Tax. **DELOREAN ONE,** 20229 Nordhoff Street, Chatsworth, CA 91311. **Call our toll free Hotline: (800)DMC-HELP or (818) 341-1796.**

continued next page...

Classified continued...

Left front fender, perfect, $2,500.00, **Driver's door,** perfect, $1,000.00. Both plus shipping & handling. Arnie Brandon, 12839 SE 45th Place, Bellevue, WA. 98006-2031 206-746-6132

DeLorean Parts, Original Dealer Inventory, Body Parts, Complete Frame. Misc., 510-689-0987

CLASSIFIED and DISPLAY ADVERTISING DEADLINES

Volume 13, No. 1 Jan. 1, 1996
Volume 13, No. 2 Apr. 1, 1996

DELOREAN HONOR ROLL

OF EXPERIENCED CARS

CARS OVER 200,000 MI.:

VIN #4889
ED & MILLIE BERNSTEIN

CARS OVER 150,000 MI.:

VIN #1420
GREG & CAROL GRUETZMACHER

VIN #2841
TOM & BARBARA GOMEZ

VIN #2872
NIC D'ALESANDRO

VIN #7149
KJELL & KAY MYHRE

CARS OVER 100,000 MI.:

VIN #1250
BRUCE LASUTA

VIN #2147
JACK BALDERSTON

VIN #3507
GREG & PETRA LINSTAD

3 Minutes
PREPAID TELEPHONE CARD
NAT

JUST RELEASED
Limited Edition 1000 - Collectible
DELOREAN PREPAID PHONE CARDS

Contact
Tom Gomez, Board of Directors DELOREAN
11401 North Topanga Blvd., Suite 138
Chatsworth, CA 91311
$7^{00} per card
818-882-9626
or North American Telephone - TPA

MEMBER

INTERESTED IN STARTING A CHAPTER IN YOUR AREA?

Contact:
Millie Bernstein
Area Chapter Director
9251 Vanalden Avenue
Northridge, CA 91324
(818) 993-0967

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Please send all DeLorean World articles and photographs directly to the publisher:
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Santa Fe Springs, CA 90670
(310) 944-4176
fax (310) 944-8209
The Association is offering $50.00 in payment to the author of any feature-length article that is published.

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A CALL TO ALL DELOREAN GOURMETS

I heard alot of questions from some of the women at the convention in Las Vegas questioning the status of the advertised Cookbook. If you have recipes and want to help complete this undertaking, please contact Marcie Haug at (818) 547-3638.
I don't believe she has anywhere near the number of recipes required to publish it.

Marcie Haug,
Products Director
DeLorean Owners Association
1617 Del Valle Avenue
Glendale, CA 91208
(818) 547-3638

If you're thinking turbo, think twin turbo.

The most efficient method of turbo charging your DeLorean's V-6 engine is with two turbochargers—one turbo unit for each three cylinders.

When the DeLorean factory began developing a performance model, the twin-turbo configuration was the system they preferred (see Road & Track, December, 1984-page 37). The Island Twin-Turbocharging System is the most faithful to that DeLorean factory turbo design.

QUALITY

- The Island Twin-Turbo System includes a matched pair of IHI Turbochargers, the same brand used on most Indianapolis 500 racers.
- All intake manifolding is made of cast aluminum, which can't rust or crack like metal tubing.
- A matched pair of exhaust manifolds are fabricated from rugged cast iron.

PERFORMANCE

- 0–60 mph .... 6.3 seconds
- Top Speed .... 140 mph
- Total exhaust breathing capacity is increased to a BIG 4-inches total diameter (2 inches for each bank).
- No turbo lag.

REPUTATION

- Island Turbo has been turbocharging DeLoreans since 1981 and has earned one of the most respected names in the turbo industry.

If you're thinking turbo, think twin-turbo. There's only one — Island Turbo, the DeLorean turbo experts.

California EPA Approval Pending
CATALYTICS ONLY

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207 Ridge Road
Wheatley Heights, N.Y. 11798

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FAX NO: (516) 491-1248

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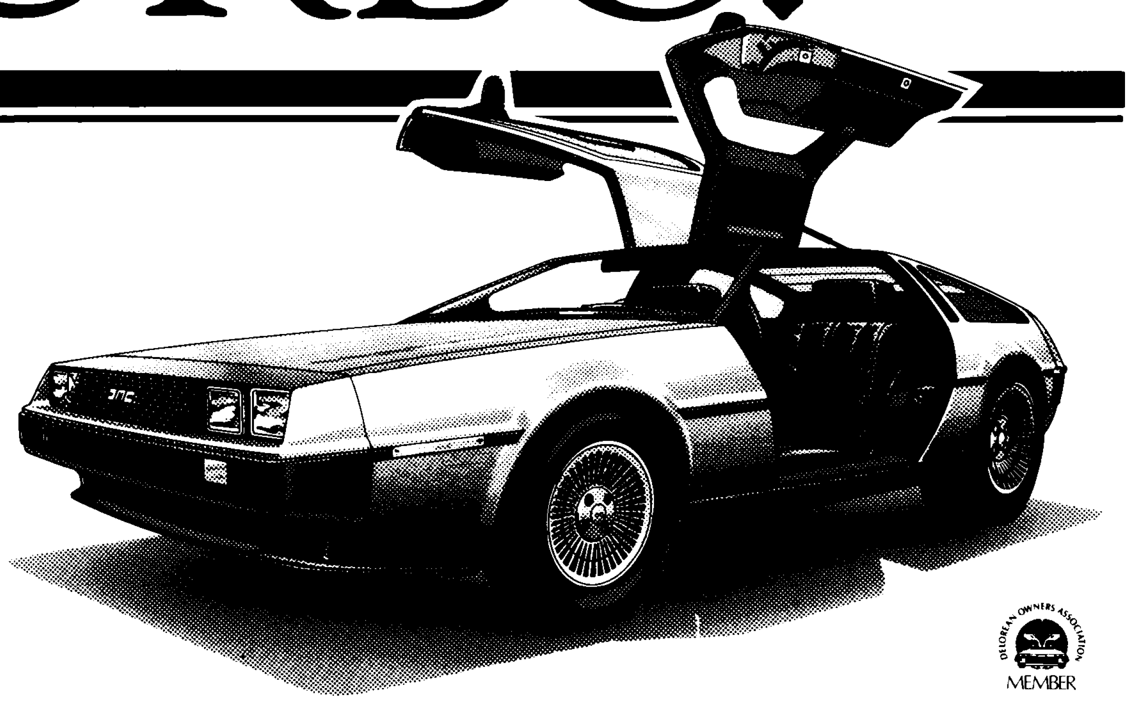
Dallas, TX 75228
(214) 321-3907

Paradise Motorsport Service
63 S. Eisenhower Lane
Lombard, IL 60148
(312) 495-3774

Bauerle Automotive
4211 Radnor Rd.
Radnor, OH 43066
(614) 595-3348

THINK TWIN TURBO.



INSTALLATION FACILITIES

Swedish Automotive
800 S. Grand Avenue
Santa Ana, CA 92705
Phone (714) 972-1216

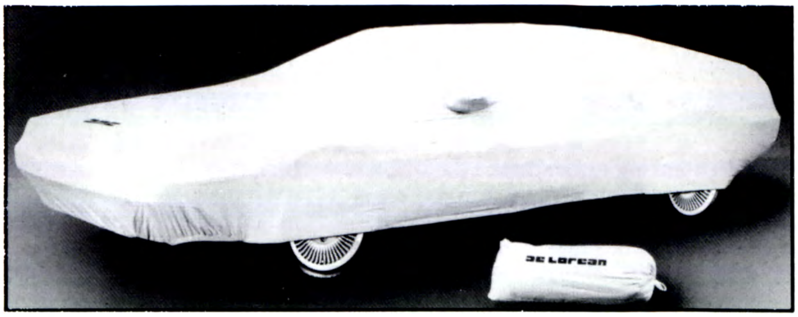
DeLorean Motor Center
13881 West Street
Garden Grove, CA 92643
Phone (714) 554-6794

Stanford Lincoln-Mercury
444 El Camino Real
Menlo Park, CA 94025
Phone (415) 321-8030

PJ Grady Inc.
118 Montauk Highway
West Sayville, NY 11796
Phone (516) 589-6224

DeLorean Owners Association
MEMBER

This probably won't be your first car cover, but it will be your last!



If you've bought cheap car covers, you've learned they can deface the surface of your car by chaffing against it or they can rust and corrode parts by holding in moisture. And some covers are so heavy you'd think they were invented by chiropractors. Then there's the broken fingernails and the sprained fingers.

Well, if your serious about car covers, we have a real treat for you. They're not inexpensive but they are unparalleled.

These covers are extremely resistant to the sun's UV rays. Their unique 3-layer construction and advanced materials block out moisture*, dust and pollutants while allowing condensation to escape. And they're very rot and mildew resistant.

The chiropractors won't like this feature, but these covers are very lightweight for easy handling and storage.

D1000010	Durable blend of polyester (65%) and cotton (35%)	**$178.50**
D6000010	Our Techlon water resistant cover Not waterproof, but as resistant as we can get it in a medium price cover.	**198.35**
D617404	Standard 3 Ply *Storm Resistant Car Cover	**369.70**
D622178	Supreme 3 Ply *Storm Resistant Car Cover (featuring heat sealed, taped interior panel seams for maximum resistance to rain, snow and moisture)	**469.90**
	shipping	13.90

*STORM RESISTANT RATING as specified in Federal Test Standard 191, Method #5524. (Less than 1 gram of water penetration is allowed using a shower head mounted 3 feet from the fabric spraying water for 5 minutes.)

DELOREAN ONE

24 hour, toll-free phone numbers:

(800) DMC-HELP

FAX: (818) 998-6381

20229 Nordhoff Street, Chatsworth, California 91311 (818) 341-1796

DELOREAN OWNERS ASSOCIATION
879 Randolph Road, Santa Barbara, CA 93111

BULK RATE
U.S. POSTAGE
PAID
Van Nuys, CA
Permit No. 357

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